

W O R L D - W I D E

AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

JUNE
1949

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So Round, So Firm,
So Fully Packed

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plus your regular features,
including Air Cargo Pro-
files, Air Commerce, Air
Freight Forwarders, and In-
ternational Air Shipping
Rates.



ALONG THE WAY...OF TWA



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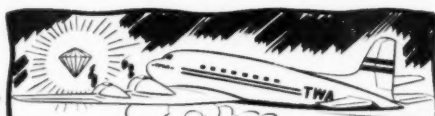
DO YOU COMPARE COSTS...
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ON **TWA** AIR CARGO FLIGHTS, IT'S SAFEST WAY TO SHIP 'EM. TON-SIZED VAULT BUILT INTO FUSELAGE OF INTERNATIONAL ALL-CARGO PLANES PROTECTS GEMS, DOCUMENTS, OTHER VALUABLES. FLIGHT AGENT STANDS GUARD...PERMITS "HAND-TO-HAND" TRANSFER OF PREMIUM SHIPMENTS. SAVE INSURANCE. AVOID RISK OF PILFERAGE. ASK **TWA**.

"...INCLUDING KITCHEN SINK!"

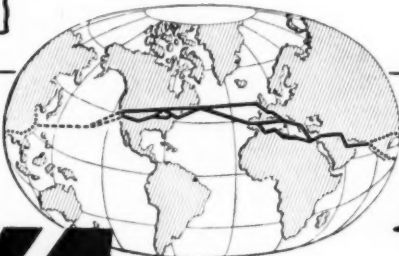


TWA (TRANS WORLD AIRLINE) AIR CARGO CONSISTS OF ALMOST EVERYTHING, AND RECENT SHIPMENT ACTUALLY DID INCLUDE SHINY NEW SINK.

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AIR-X-PRESSING THE NEWS

EGGS worth \$1.33 each were air-expressed from Louisville, Ky., to a poultryman in Cheshire, England, last month. They weren't golden eggs, either, but they're worth \$1.33 each because they are from the United States Record of Performance New Hampshire hens which are reputed to lay from 300 to 325 eggs a year. Special arrangements were made by the Air Express Division of REA and the scheduled airlines handling the equipment to keep the extraordinary eggs at above 40 degrees Fahrenheit during the trip.

ALMOST 50 percent of business executives queried in a recent survey were unaware that Air Express charges can be paid-in-part by the shipper and the balance paid by the consignee, reports the Air Express Division of Railway Express Agency.

AS HIS CONTRIBUTION to the growing list of gifts for the Bronx Collins quadruplets, an Ohio manufacturer air-expressed a shipment of nursing bottles from Ravenna, Ohio, to the quads' parents in the Bronx, New York City. . . A 72-pound wedding cake was flown in Air Express service from Baltimore to Salisbury, Md., recently "without so much as a crumb out of place," according to a Salisbury correspondent. "The figures of a bride and groom atop the cake were undisturbed by the trip" . . . Two traveling tiger cubs rode the Air Express way from Dallas, Texas, to New York City recently. They were delivered to an animal dealer in downtown New York. After appropriate refreshments, the younger of the cubs bid her sister-Texan a fond farewell and was tagged for another Air Express trip to the Swope Park Zoo in Kansas City, Mo.

WHEN the famed Amos 'n' Andy radio show had a new addition to its cast of characters recently in the person of Amosandra, a doll manufacturer in Akron, Ohio, made simultaneous distribution of a rubber doll counterpart to a number of big markets by Air Express. One shipment, amounting to 2500 pounds of dolls and advertising material, went from Akron to New York City. Elapsed time from pick-up in Akron to delivery at a New York hotel: Six hours!

THE TRADITIONAL, sentimental gifts of Mother's Day—flowers, candy, fruits and food delicacies—were prominent in Air Express deliveries last month. The sender of a Mother's Day present could literally pluck his choice of a gift for the little lady back home from the four corners of the United States, or from romantic Hawaii, if island-grown orchids were his choice. He could air-express a package of luscious cherries from the Pacific Northwest or speed field-grown flowers from California or Washington State to Mother and the folks. And gift-of-the-month club packages, consisting of fruits, nuts, candies, apples, pears, etc., are air-expressed from Washington and Oregon and delivered all over the United States in a matter of hours.

\$1,500 inventory abolished— at a cost of \$4.46!



With more than 700 vacuum tubes needed by industry, a tube distributor would find profits consumed by 100% inventories. But by ordering tubes as needed via Air Express, he holds stocks to 25%. Example: Orders 81,500 tube at 9 A.M. from supplier 900 miles away. Delivered to customer 6 P.M. same day. 16 lbs.; cost, \$4.46.



Remember, \$4.46 included speedy pick-up and delivery service, too. More protection, because you get a receipt for every shipment. Air Express is the world's fastest shipping service.



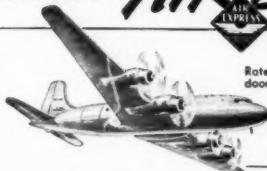
Your Air Express shipments go by the Scheduled Airlines direct to over 1,000 airport cities; fastest air-rail for 22,000 off-airline offices. Shipments keep moving with 'round-the-clock service.

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SPECIFY AIR EXPRESS
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Rates include special pick-up and delivery door to door in principal towns and cities



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Mr. Raymond Lavalley,
Export Manager of
Gantner of California

"By using Clipper Cargo we have seen our sales increase three-fold"

—Gantner of California



"Two years ago, only 3% of our merchandise was air-shipped," we are told by Mr. Lavalley of Gantner of California. "Today, we are air-shipping 40% and expect that, by the end of this year, 65% of our deliveries will go by air.

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Only Pan American offers the advantages of

CLIPPER CARGO

*Trade Mark, Pan American Airways, Inc.



AIR TRANSPORTATION

**The world's first and only
air cargo magazine**

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

John F. Budd, Editor and Publisher

Richard Malkin, Managing Editor

B. L. West, Business Manager

Frank W. Budd, Circulation Manager

Langdon P. Marvin, Jr.,
Contributing Editor

J. Prescott Blount,
Contributing Editor

Edgar H. Bauman,
Field Correspondent

L. A. Goldsmith, Economic Analyst

Everett Hart, Advertising

Jakob Scheidegger,
European Representative

Tereo Ag.
Centralbahnstrasse 19
Basle, Switzerland

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COVER

The world's tallest and the world's biggest—New York's famous Empire State Building and one of Pan American World Airways' Boeing Stratocruisers.

JUNE 1949—PAGE 5



Honolulu non-stop to Teterboro, N. J. Official Great Circle distance of 4,957.24 miles; actual distance, 5,273 miles. Average miles per gallon, 19.37. Average ground speed, 146.3 miles per hour.

When the chips are down

Not many people want to sit in one place for 36 hours; let alone try to fly an airplane continuously for that period, through darkness, snowstorms, thunderstorms, and icing conditions, as well as fair weather.

But Captain Bill Odom's demonstration of a BEECHCRAFT Bonanza from Honolulu to Teterboro non-stop (5,273 miles) is a worthwhile addition to the pride of ownership of all Bonanza owners.

The ocean flight, beginning at 3,858 pounds gross weight, through instrument conditions; the passage through thunderstorms, icing conditions, and snowstorms over the western ranges of the United States; and the amazing economy of 19.37 miles per gallon of gasoline, and 3,500 miles per gallon of oil; all prove that the BEECHCRAFT Bonanza has what it takes "When the Chips are Down."

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Cruising speed 170 mph
Range, 750 miles

Beechcraft
BONANZA
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BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS

Guest Air Cargo Editorial No. 20

By WILLIAM J. BUTLER

Air Cargo Manager

SABENA Belgian Airlines



William J. Butler

BACK in the 1920s and early 30s, the airline business was waddling around in its swaddling clothes. Then, everything was done on a personal contact basis. The head of the airline knew all the employees by first names, and they, in turn, called him Ted, Harold, Luke or Slim. There were the same personal contacts with passengers. The second time a daring air traveler turned up at the airport he was likely to be greeted enthusiastically by every employee. He was an important contribution to their weekly "meal tickets"—and they knew it.

The personal touch in early airline business is illustrated by an amusing anecdote about how one small airline of the 1920s solved the problem of having oversold a flight. This happened infrequently in those days. But when it was discovered there were six passengers for only five seats, the head of the airline was notified. While the passengers were standing on the field waiting for the plane to be taxied out from the hangar, the airline executive would single out a likely victim, introduce himself as the president of the airline and invite the unfortunate passenger into the airfield building for a cup of coffee. Flattered at meeting the president of the airline, and assured that the flight would not take off right away, the passenger went inside for a cup of coffee. He was seated so he could not see the field. Just as the flight took off, the president would peer out of the window and say:

"There goes our flight. You were on it weren't you?"

The passenger would say, "Certainly," but had been told that it would be delayed by no less a person than the president of the airline. The head of the airline would then become very exasperated with his personnel.

"Why," he would say, "you might think I was only the office boy around here. They have been told over and over again to notify me. I'll see about this right now."

He would then apologize profusely to the passenger, buy him another cup of coffee and assure him he would be the first passenger on board the next flight in about three hours.

It was the personal touch, of course, that carried out this nefarious plan, but any similar practice in this day and age is by no means suggested. As airline business expanded, the personal contact lessened. How much of this personal "selling" can be retained when an airline is really big is a question. However, our experience at SABENA indicates that a

lot of it can be kept, and it represents real selling power to get and hold both cargo and passenger business. Here are a few rules that we find useful to follow:

1. Never let an impersonal voice from your end of the telephone call a shipper or forwarder to give or receive information. Do it yourself and, if possible, talk to the person you know at the other end.
2. Don't take a shipment, no matter how small, on the promise it is going out on the next flight if you have any doubt. Tell the truth, even if you lose that particular shipment. He'll come back.
3. If a prospective shipper has a product he believes is marketable in Europe or some other place, but doesn't know how to go about getting a foreign outlet, locate a distributor abroad for him. In most cases, he will appreciate your efforts and you will get first call on his future air shipments.
4. Give the small shipper the same personal attention as the big one. Air shipment is growing and little shippers of samples often grow into big users of air transport.

These few suggestions, which might be considered as rules, seem so simple that you are probably saying: "Of course, I do those things." The trouble is you keep trying to do them, but business begins to jam up on you and somebody else, not you, contacts the shipper or forwarder in an impersonal conversation. That personal touch begins to vanish. Your business personality becomes just another voice over a telephone, which is probably ringing constantly.

Consider Rule 2, about telling the truth. We all try to stick to the truth and, in general, succeed. But shippers and forwarders usually want assurance that their shipment is definitely going out on a particular flight. You may figure the chances are good, but you cannot be absolutely certain. In such a case, tell the client what you believe to be the odds in his favor.

Rule 3 is not a recommendation that you do the client's business for him. True, he probably should know how to go about getting a foreign distributor for his product. But in this growing field of air shipment many people are finding themselves in new lines of merchandise and the possibilities of unfamiliar markets. Lend a hand to the shipper and you

(Concluded on Page 39)

In the days of Charles II, roistering drunks provided a bizarre background for the tavern conferences of merchants. The Baltic Coffee House was established in the Eighteenth Century and a new trend was set. The next two centuries are adequately covered in the highly interesting and informative story of the development . . .

From COFFEE HOUSE to AIR FREIGHT

FRENCH newspapers of October 19, 1948, carried the following announcement: "The Paris Air Freight Exchange (Bourse de Fret Aérien de Paris—BFAP) today held its first meeting on the premises of the Paris Mercantile Exchange. The new Exchange, which handles air freight contracts and charter parties, has been modeled after the pattern of the Air Baltic, the air section formed a year ago at the Baltic Mercantile and Shipping Exchange, Ltd., in London."

More or less well-informed people will not be very surprised to hear that air freight exchanges are being opened. The transport of goods by air has developed at a meteoric rate since the end of World War II. United States aviation circles estimate that the United States exported by air goods to the value of \$300,000,000 during the year 1948. And the planning divisions of a number of airline companies predict that the cargo transport aircraft will play a bigger role than the passenger airliner during the next 10 years.

On the other hand, it is evident that a considerable part of the European air freight capacity has so far remained unused, simply because of the lack of an organization for systematically assessing and presenting the freight market.

The establishment of air freight exchanges is nothing but a natural reaction. At first glance, therefore, the above announcement seems to be absolutely clear. It is only when one examines it more closely that certain expressions seem to require further explanation. What, exactly, is a charter party? And what is the role of the Baltic Mercantile and Shipping Exchange? Does it solely concern itself with handling ships and cargoes destined for the Baltic countries? The name "Baltic Exchange" could arouse this erroneous impression, and it is a fact that the manager of an air freight company, when asked for his opinion on the Air Baltic, answered to the effect that such an exchange would be of no interest to his company since he

was not concerned with transporting goods to the Baltic countries. This gentleman's answer shows that he was completely ignorant of the real role of the Baltic Exchange.

In the history of shipping, all roads lead to England. Why is it that sailors throughout the world today wear black bands around their hats? Because the British Admiralty, upon the death of Nelson, decreed that all English sailors should wear black bands around their hats as a sign of mourning.

Merchant shipping, as it exists today, developed after the discovery of America. England was its cradle. Mediaeval shipping, which developed notably in the Italian ports of Venice, Genoa, Pisa and Amalfi, was run on the basis of cooperative funds. Merchants frequently accompanied their consignments over the oceans. It often happened that they did not only own the freight, but the ship, too. It was only gradually that the various activities came to be divided among exporters and importers and shipowners. And



OFFICERS of the Paris Air Freight Exchange watch the activity.

AVAILABLE AIRCRAFT AND CARGOES chalked on big blackboard.

EXCHANGE

there arose a formerly unknown appetite for shipping news. Newspapers carrying reports on the arrival and departure of ships, on freight tariffs and foreign exchange rates were not available to the London merchants toward the end of the Seventeenth Century. The official *London Gazette*, the only reliable source of news, consisted of a single sheet containing strictly censored reports which were only partly concerned with shipping. If merchants, shipowners or sea captains wanted to know the price of indigo, for instance, or if they wished to find out which ships were sailing to Jamaica, or to hear the latest reports on the activities of pirates in the Mediterranean, then they had to hold meetings with their colleagues in order to exchange valuable news orally. True, there existed exchanges at that time. The Royal Exchange was far more the heart of the City than it is today. But the Royal Exchange, as well as the less important Middle Exchange and Exeter Exchange, provided totally in-



BALTIC MERCANTILE AND SHIPPING EXCHANGE in London—a far cry from old.

adequate accommodation for such meetings of the mercantile community. And London's taverns at the time of Charles II were rather low dives, the scenes of drunken orgies and excessive gambling, and hardly the place for clear thinking and quiet personal intercourse between merchants.

Thus it came to the institution of the London coffee houses: clean, sober places devoted more to the conclusion of business than to entertainment, which very soon became the special meeting places of individual branches of business. During the 1680s a certain Edward Lloyd founded a coffee house which he transferred in 1691 to Lombard Street, in the vicinity of the General Post Office. His customers laid the foundation stone of the English marine insurance concern which has carried the name Lloyd's around the world. Jonathan's Coffee House, in Exchange Alley, later grew into the Stock Exchange, whereas Hains's, Garraway's, and Good's Coffee Houses were chiefly the scenes of ship auctions.

(Such sales, incidentally, were an extremely exciting occasion: a real test of nerves. At the beginning of the auction, known as a "sale by inch of candle," a lighted candle of one inch in length was placed on a barrel, and as long as it remained alight, bids could be made. Pepys writes the following of one of these sales: "... I observed one man cunninger than the rest that was sure to bid the last man, and to carry it; and inquiring the reason, he told me that just as the flame goes out the smoke descends, which is a thing I never observed before, and by that he do know the instant when to bid last, which is very pretty.")

Upon entering the coffee house, the guest laid a penny on the bar. This entitled him not only to a dish of coffee and, in winter, a share of the fire, but above all to an insight into what was transpiring in the shipping world. As the reports came in, the "Kidney"—the serving boy at the coffee house—got into the "auction pulpit" and read them out aloud. (Still today the attendants at the London Stock Exchange are known as "waiters.")



WHO WILL FLY 15 tons of oranges?

Copyright 1949 Interavia, Review of World Aviation, Geneva.

It looks very much as though these coffeehouse keepers and waiters also acted as shipbrokers. One of the issues of the year 1681 of the *London Gazette* advertises that a ship was about to sail for Carolina, and that freight or a passage could be booked in it at the Jamaica Coffee House.

The year in which the Baltic Coffee House was founded cannot be stated with certainty. A newspaper published in 1744 writes that this coffee house would be removed to Threadneedle Street. Furthermore, it is known that large transactions in wheat, maize and barley took place there every day between buyers and sellers. In the old days the greater part of the business transacted was connected with the Baltic countries, and the members of the Baltic Coffee House were limited to three hundred. Though this exchange is still known as the Baltic Mercantile and Shipping Exchange, its members, now numbering about two thousand, deal in commodities from every part of the world.

Apart from the electric light, the innumerable telephones, the "ticker tape" and cigarettes, what takes place today at the Baltic Exchange is not very different from 200 years ago. Brokers, representing export and import firms, or shipping companies and air freight companies, continue to amble

across "the floor." A number of charter airline companies and the nationalized British Overseas Airways Corporation are members of the Exchange and do not need to go through the intermediary of a broker.

Over there we see young Mr. McKeen, junior partner of McKeen and Sons, leisurely approaching a soft-spoken, bald-headed gentleman named Mr. Adams. Early this morning McKeen received a telephone call from one of his clients, Miller and Co., shoe manufacturers, who wanted five tons of shoes sent by air to Barcelona as soon as possible.

Grouse to Cargo

McKeen's guileless face does not betray the urgency of his mission as he approaches Adams. Judging by his faintly bored expression, he might for all the world be any well-bred young man attending a family gathering. He begins by giving Adams a chance to talk about grouse shooting. Grouse shooting is known to be Adams' weakness; and quite aside from this: the air freight carrier he represents, wants £1,200 for a return trip to Barcelona.

Miller and Co., the shoe manufacturers, only want to pay £850 for the one-way trip. Mr. McKeen has to drop the conversation about grouse hunting.

This he does very politely, and approaches a broker who represents an importer of tangerines. It is not long before he has negotiated a fragrant cargo for the return trip, which will make up the remaining £350. Mr. McKeen has done his business for the morning. He sits at the pleasant bar of the Baltic Exchange with Mr. Adams; they smoke cigarettes and, as their forefathers did 200 years ago, drink a cup of coffee.

Did you by chance notice anything peculiar about the manner in which this charter party was negotiated? There was no exchange of documents, and nothing was signed. The whole business was done by word of mouth. Once they have returned from the Baltic Exchange to their respective offices, these brokers book and confirm the contracts.

Really awe-inspiring contracts are negotiated day by day in connection with wheat, maize and other cereals. Tramp steamers—and also tramp aircraft during the past year—are chartered for trips to every corner of the globe. And although such contracts are not binding in law, it is extremely seldom that differences arise. These contracts are strictly enforced by the Exchange, and chartering agents as well as owners' brokers (of air freight companies)

(Continued on Page 39)

For over fifty years export freight shipments have been handled by barge or by rail or by motor truck, and by sailing ship or by steamer. Now it is the AIR—and through streamlined departments created to serve you.



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**Abroad In
Germany, Air
Transportation's
Managing Editor
Writes On . . .**



The presidents of three of the four air freight carriers certificated by the Civil Aeronautics Board (left to right): Earl F. Slick, of Slick Airways; Harry R. Playford, of U. S. Airlines; and Robert W. Prescott, of the Flying Tiger Line. A new air freight era begins.

That Decision In Washington

By RICHARD MALKIN

FRANKFURT, GERMANY—Here, of all places, I have learned of the victory of four of the domestic air freight lines—Slick, Flying Tigers, U. S., and Airnews—who have been awarded certificates for five years; that is, if the filed exceptions to CAB's decision do not overturn the appellation.

This spot in bomb-scarred Germany—one of the more important feeding terminals in the still continuing Berlin airlift, in spite of the lifting of the blockade—is perhaps the best place in the world to have received the news. Why? Because we have consistently pointed out that the commercial air cargo future of the United States is inextricably tied up with the entire national defense picture. A strong commercial airfreighter fleet is easily converted to military service in time of need.

None can deny that it was the independents who took the first substantial steps in giving America the air freight industry it has today. Of course, one must take into account the early cargo-carrying and experiments of such pas-

senger airlines as American, United, and Pan Am; but it was nothing like the whole-hearted scale into which such pioneers as Slick, Flying Tigers, Willis, U. S., Seaboard and Western, and several others, threw themselves. It took guts, capital, and an almost fanatical belief in the future of freight-by-air—something which not a few others still cannot see. Companies like Air Cargo Transport and California Eastern have fallen by the wayside; however, few will doubt that their operations and salesmanship have served to imbue the idea of air cargo transportation in the minds of thousands of shippers and receivers.

Lessons of History

What the CAB has done in giving the nod to the four companies has been, despite the dissents of Members Josh Lee and Harold Jones, merely to follow the lessons taught in the history of transportation. There are all-passenger carriers, all-cargo carriers, and passenger-cargo carriers in other forms of transportation. Each category plays its part, forming a whole—and in that whole must be included the "tramp" operators on land and sea and in the air, who will persist as long as there is

free enterprise somewhere on this globe.

Although the Board specifically excludes authority to the four newly certificated airlines for the carriage of mail, Members Lee and Jones fear that the day will come soon when financial reverses will force them to apply for this form of Government subsidy. Naturally, the two CAB officials have offered their objections because they honestly feel that certification will have a negative rather than a positive result. Said Lee:

"Even allowing for the costs involved in starting a new business, these losses (of the air freight lines) have been so heavy, so universal, and so consistent as to leave little room for hope that the award of a certificate will change a losing operation to a profitable one. The fact that a substantial volume of traffic has been moved by these cargo carriers is not impressive since it was moved at so great a loss.

"Although the majority (of the Board) believes this experiment will not cost the Government anything, I fear that certification of these carriers to continue their unprofitable operations is the first step toward subsidy payments to them by the Government.

(Continued on Page 36)



ACCENT on payload

SO ROUND . . . SO FIRM . . . SO FULLY PACKED



ACCENT on size



ACCENT on speed

TAKING OFF with a load of 100,000 pounds, the Convair XC-99, biggest landplane in the world, recently set a new mark for the heaviest weight ever lifted by a plane.

This was no stunt. Take the word of Convair officials that it was all part of a regular flight-testing program required by the Air Force before it accepts the giant craft for purchase.

The XC-99, which has a double-decked fuselage 182 feet long, is 19 feet longer than the B-36 and five feet longer than the British *Brabazon*,

commercial plane, which soon will take to the air for the first time. Its 230-foot wingspread matches that of the B-36 and *Brabazon*.

Cargowise, the new record cannot be underestimated. Question is, when will commercial aircraft with this payload be flying the airways?

Actually, the flight was the XC-99's tenth, and its payload was the equivalent to the weight of 400 men with combat equipment. The plane was designed to carry 400 fully armed men or 300 litter patients.



LONE STAR Fish and Oyster Company, Corpus Christi, utilizes Braniff's service.

Markets for AIRBORNE SEAFOODS

By DR. SPENCER A. LARSEN • DR. WILLIAM REITZ • KATHERINE K. BURGUM

PART V

IN the special survey of restaurant customers, it was found that those in Kansas City would increase their fish orders by 41 percent if assured of a strictly fresh offering, while those in Chicago indicated a 24 percent increase in orders.

Diners-out not only will increase their orders, but will gladly pay higher prices in order to obtain overnight shipments of strictly fresh airborne fish, the survey in Detroit restaurants showed. Eighty percent of those polled indicated a willingness to pay the premium rates, with those in the higher price establishments recording an even more nearly unanimous verdict.

Such spot checks are of interest and some value in determining the potential increase in the consumption of fresh seafood, but it is readily apparent that estimates of national scope would be of the greatest value to the fishing industry and other industries that would participate in rendering this improved fish marketing service to the fishing and

to the air transport industries. Such estimates, therefore, were prepared and broken down by states and by regions,

and by urban and rural population characteristics.

(Continued on page 41)



HADDOK TENDERLOINS, air-shipped via American Airlines, are given the once-over.

AIR SHIPPING ★★★

[REG. U. S. PAT. OFF.]

International Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage	LAX—Los Angeles
BUJ—Beaumont, Tex.	MEM—Memphis
BOR—Bangor, Me.	MEX—Mexico City
BOS—Boston	MIA—Miami
BRO—Brownsville, Tex.	MKE—Milwaukee
BTW—Burlington, Vt.	MPS—Minneapolis-St. Paul
CHI—Chicago	UL—Montreal
CLE—Cleveland	MSY—New Orleans
CRP—Corpus Christi, Tex.	LGA—New York (La Guardia)
CTB—Cot Bank, Mont.	IDL—New York (Idlewild)
DAL—Dallas	EWK—Newark
VIP—Detroit	NLD—Nuevo Laredo, Mex.
DLH—Duluth	OAK—Oakland, Calif.
ELD—El Dorado, Ark.	PUK—Paducah, Ky.
ELP—El Paso	PIA—Peoria, Ill.
EVV—Evansville, Ind.	PHL—Philadelphia
FWA—Fort Wayne, Ind.	PIT—Pittsburgh
FTW—Fort Worth	PDX—Portland, Ore.
GFK—Grand Forks, N. D.	QV—Sydney, N. S.
GRW—Greenwood, Miss.	STL—St. Louis
HPD—Hartford	SAT—San Antonio
HAV—Havana	SFO—San Francisco
HOT—Hot Springs, Ark.	SEA—Seattle
HOU—Houston	SHV—Shreveport, La.
HJR—Honolulu	GEG—Spokane, Wash.
IND—Indianapolis	SGF—Springfield, Mo.
JAN—Jackson, Miss.	TPA—Tampa
MKC—Kansas City, Mo.	HUF—Terre Haute, I. d.
LRD—Laredo	TOL—Toledo, Ohio
LIT—Little Rock, Ark.	VR—Vancouver, B. C.
DCA—Washington, D. C.	

AIRLINE SYMBOLS

AF—Air France	A—American Airlines
AO—American Overseas	B—British Commonwealth Pacific Airways
BC—British Commonwealth Pacific Airways	BO—British Overseas Airways Corp.
CS—Chicago & Southern Air Lines	C—Colonial Airlines
EA—Expreso Aereo Interamericano	K—KLM Royal Dutch Airlines
N—National Airlines	NE—Northeast Airlines
NW—Northwest Airlines	P—Pan American World Airways and affiliates
PM—Philippine Air Lines	S—Sabena
SW—Scandinavian Airlines System	SS—Scandinavian Airlines System
SR—Swissair	TA—TACA Airways
TC—Trans-Canada Air Lines	TR—Transoceanic Air Lines
TC—Transoceanic Air Lines	U—United Air Lines
TR—Transoceanic Air Lines	W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over \$7.71 per pound. Minimum charge is \$5 for 2 kilos (4.4 lbs.).

K: Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SW: Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TA: No valuation charge for shipments under \$5,000 valuation. * TACA has a special rate for shipments over 500 lbs. * Chapter "deferred" rate available. Contact airline direct.

* This involves onward carriage by another airline.

* TACA Airfreight rate of 25 lbs. or less.

Destination	Airport and Airline	RATES (See Note)			Depart
		Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	
Antigua (cont'd)	CRP P	1.13	1.15	1.15	Sa
"	NLD P	1.12	1.15	1.15	F
"	LAX P	1.35	1.35	1.35	F
Antilla, Cuba	MIA P	2.01	1.15	1.15	Dly
Antofagasta, Chile	MIA P	1.19	1.01	1.01	M,T,Sa
"	MSY P	1.35	1.01	1.01	M,T,Sa
"	HOU P	1.41	1.05	1.05	Sa,M,F
"	BRO P	1.36	1.02	1.02	Sa,M,F
"	CRP P	1.38	1.04	1.04	Sa,M,F
"	NLD P	1.36	1.05	1.05	Sa,Th,Sa
"	LAX P	1.51	1.13	1.13	Sa,Th,Sa
Antwerp, Belgium	LGA AO*	1.12	1.05	1.05	Dly
"	BOS AO*	1.09	1.03	1.03	Dly
"	IDL S*	1.12	1.02	1.02	Th
Any Destination in Colombia other than those named herein	MIA P	.72	.49	.15	Dly
"	MSY P	1.18	1.18	1.18	Dly
"	HOU P	1.20	1.20	1.20	Dly
"	BRO P	1.20	1.20	1.20	Dly
"	CRP P	1.23	1.23	1.23	Dly
"	NLD P	1.22	1.22	1.22	Dly
"	LAX P	1.42	1.42	1.42	Dly
Araquaj, Brazil	LGA P	1.84	1.84	1.84	Dly
"	MIA P	1.26	1.26	1.26	Dly
"	MSY P	1.83	1.83	1.83	Dly
"	HOU P	1.68	1.68	1.68	Dly
"	BRO P	1.60	1.60	1.60	Dly
"	CRP P	1.63	1.63	1.63	Dly
"	NLD P	1.63	1.63	1.63	Dly
"	LAX P	1.90	1.90	1.90	Dly
Arecibo	EWK TC	.30	.20	.15	Frequently
Puerto Rico	MIA P	1.10	1.10	1.10	Dly
Arequipa, Peru	MSY P	1.27	1.27	1.27	Dly
"	HOU P	1.33	1.33	1.33	Dly
"	BRO P	1.28	1.28	1.28	Dly
"	CRP P	1.30	1.30	1.30	Dly
"	NLD P	1.26	1.26	1.26	Dly
"	LAX P	1.46	1.46	1.46	Dly
Arica, Chile	MIA P	1.14	1.14	1.14	Dly
"	MSY P	1.30	1.30	1.30	Dly
"	HOU P	1.36	1.36	1.36	Dly
"	BRO P	1.31	1.31	1.31	Dly
"	CRP P	1.34	1.34	1.34	Dly
"	NLD P	1.28	1.28	1.28	Dly
"	LAX P	1.48	1.48	1.48	Dly
Armenia, Colombia	MIA P	.65	.44	.15	Dly
"	MSY P	1.04	1.04	1.04	Dly
"	HOU P	1.15	1.15	1.15	Dly
"	BRO P	1.07	1.07	1.07	Dly
"	CRP P	1.10	1.10	1.10	Dly
"	NLD P	1.09	1.09	1.09	Dly
"	LAX P	1.34	1.34	1.34	Dly
"	LGA P	.76	.53	.15	Dly
"	BUI CS	.51	.30	.15	T,T,Th,Sa
"	CHI CS	.38	.41	.15	T,T,Th,Sa
"	YIP CS	.38	.41	.15	T,T,Th,Sa
"	ELD CS	.32	.40	.15	T,T,Th,Sa
"	EVY CS	.31	.39	.15	T,T,Th,Sa
"	FWA CS	.33	.41	.15	T,T,Th,Sa
"	GRW CS	.50	.38	.15	T,T,Th,Sa
"	HOT CS	.32	.40	.15	T,T,Th,Sa
"	HOU CS	.31	.39	.15	T,T,Th,Sa
"	IND CS	.32	.40	.15	T,T,Th,Sa
"	JAN CS	.50	.38	.15	T,T,Th,Sa
"	LIT CS	.32	.40	.15	T,T,Th,Sa
"	MEM CS	.50	.38	.15	T,T,Th,Sa
"	MSY CS	.49	.37	.15	T,T,Th,Sa
"	PUR CS	.51	.39	.15	T,T,Th,Sa
"	PIA CS	.52	.41	.15	T,T,Th,Sa
"	MTL CS	.52	.40	.15	T,T,Th,Sa
"	SHV CS	.52	.40	.15	T,T,Th,Sa
"	HUP CS	.53	.41	.15	T,T,Th,Sa
"	TOL CS	.53	.41	.15	T,T,Th,Sa
Aruba, N.W.I.	MIA K	2.08	1.56	1.15	Dly
"	BOS AO*	2.05	1.54	1.15	Dly
"	LGA BO	2.08	1.56	1.15	Sa,M,T,Th,F
Asuncion, Paraguay	LGA P	1.77	1.77	1.77	Dly
"	MIA P	1.83	1.83	1.83	T,F
"	MSY P	1.75	1.75	1.75	M,Th
"	HOU P	1.94	1.94	1.94	Sa,W
"	BRO P	1.86	1.86	1.86	Sa,W
"	CRP P	1.89	1.89	1.89	Sa,W
Asuncion, Paraguay	NLD P	1.89	1.89	1.89	Sa,W
"	LAX P	2.10	2.10	2.10	Sa,W
"	EWK TC	1.77	1.60	1.15	Frequently
Athens, Greece	LGA AO*	1.57	1.11	1.15	Dly
"	BOS AO*	1.54	1.09	1.15	Sa,Th
"	IDL SA	1.37	1.11	1.15	Sa
"	LGA TR	1.20	.90	.15	Dly
"	HPD TR	1.20	.90	.15	Dly
"	IDL SW	1.28	1.03	.30	Dly

Destination	Airport and Airline	RATES (See Note)			Depart
		Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	
Aalborg, Denmark	LGA AO*	1.30	.92	.15	M,F
"	IDL SS	1.25	.94	.20	Sa,M,W,F,Sa
Aarhus, Denmark	LGA AO*	1.27	.89	.15	M,F
Abadan, Iran	LGA BO	2.00	1.50	.20	Sa,M,T,Th,F
"	BOS AO*	1.97	1.62	.15	Sa,Th
"	LGA AO*	1.94	1.62	.15	Sa,Th
Abo, Finland	LGA AO*	1.46	.01	.15	M,W,F
"	BOS AO*	1.43	.98	.15	W,F
Acre, Br. Gohl	LGA P	1.89	1.42	.15	M,Th
"	BOS P	1.86	1.40	.15	Sa,W
"	LGA BO	2.00	1.57	.20	Sa,M,T,Th,F
"	IDL AF	1.89	1.42	.20	Dly
"	BOS AF	1.86	1.40	.20	Dly
"	BOS AO*	2.05	1.54	.15	Sa,Th
"	LGA AO*	2.08	1.56	.15	Dly
Addis Ababa, Ethiopia	LGA AO*	2.29	1.72	.15	Dly
"	BOS AO*	2.26	1.70	.15	Sa,Th
"	LGA BO	2.29	1.72	.20	Sa,M,T,Th,F
"	EWK TC	1.65	1.60	.15	Dly
"	IDL S*	1.14	1.03	.15	Dly
Aden, Aden	LGA AO*	2.19	1.64	.15	Th
"	BOS AO*	2.16	1.62	.15	Sa,Th
"	LGA BO	2.19	1.64	.20	Sa,M,T,Th,F
"	IDL AF	1.29	.87	.20	Three Wkly
Ajaccio, Fr. Corsica	BOS AF	1.28	.95	.20	Dly
Alexandria, Egypt	LGA AO*	1.72	1.30	.20	Sa,M,T,Th,F
"	LGA AO*	1.74	1.30	.15	Dly
Algiers, Algeria	LGA TW	1.23	.86	.20	M
"	BOS AO*	1.82	1.18	.15	M,W,Sa
"	BOS AO*	1.81	1.16	.15	M

Destination	Airport and Airline	RATES (See Note)			Depart
		Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	
Algiers (cont'd)	LGA C*	1.30	.93	.30	Dly
"	IDL AF	1.33	.95	.20	Dly
"	BOS AF	1.30	.93	.30	Dly
"	EWK TC	1.00	.80	.15	Dly
"	IDL S*	1.33	.96	.15	Th
Allahabad, India	DCA C*	1.30	.93	.30	Dly
"	IDL AF	1.33	.95	.20	Dly
Amsterdam, Netherlands	LGA AO	1.13	.83	.15	M,W,Sa
"	BOS AO*	1.13	.81	.30	Dly
"	IDL S	1.15	.83	.15	Th
"	LGA TR	.86	.71	.15	Dly
"	HPD TR	.86	.71	.15	Dly
"	PIA C*	1.13	.83	.30	Dly
"	DCA C*	1.13	.83	.30	Dly
"	LGA BO	1.13	.85	.20	Sa,M,T,Th,F
"	IDL SS	1.46	1.10	.20	Sa,M,W,F,Sa
"	LGA AF	1.13	.83	.30	Dly
"	BOS AF	1.10	.81	.20	Dly
"	IDL K	1.13	.83	.15	Dly except Su
"	EWK TC	.85	.70	.25	Dly
"	SEC P	.86	.70	.25	Dly
Anchorage, Alaska	SEC NW	.23	.15	.15	Dly
"	MPS NW	.25	.20	.15	Dly
"	OAK TR	.61	.29	.15	Dly
"	LGA AF	1.71	1.37	.30	Dly
"	DCA C*	1.71	1.37	.30	Dly
Antigua, B.W.I.	LGA P	.48	.41	.15	Sa,Th
"	MIA P	.45	.33	.15	Sa,Th
"	MSY P	.96	.15	.15	M,W,Sa
"	HOU P	1.18	.15	.15	Sa
"	BRO P	1.10	.15	.15	Sa

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)				RATES (See Note)				RATES (See Note)			
Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Destination	Air. and Airline	Per Lb. (Over 100 Lbs.)	Per \$100 Value
Athens, (Cont'd)	LGA C* 1.55 1.11 .30			Barranca, (Cont'd)	BRO P 1.20 .15 Dly			Bilwaskarma, Nic.			
	DCA C* 1.55 1.11 .30				CRP P 1.23 .15 Dly			Bluefield,			
	LGA BO 1.60 1.21 .20 Su,M,T,Th,F				NLD P 1.23 .15 Dly						
	IDL AF 1.57 1.11 .20 Weekly				LAX P 1.49 .15 Dly						
	BOS AF 1.54 1.09 .20			Barranquilla, Colombia	MIA P 26 .20 15 Dly				MSY TA .55 .42 .10 M,W,F		
	IDL K 1.57 1.11 .15 W				LGA P 47 .37 15 Dly				MEX TA .43 .33 .10 T,Th,Sa		
	LGA TW 1.57 1.11 .20 Dly				MSY P .74 .52 15 Dly			Bogota, Colombia	MIA P .63 .42 15 Dly		
	DCA TW 1.59 1.14 .20 M,Sa				HOU P .94 .58 15 Dly				LGA P .73 .53 15 Dly		
	CHI TW 1.63 1.18 .20 Sa				BRO P .74 .53 15 Dly				MSY P 1.08 .15 Dly		
	PDL TW 1.58 1.13 .20 M,Sa				CRP P .78 .55 15 Dly				HOU P 1.19 .15 Dly		
	BOS TW 1.64 1.09 .20 W,F				NLD P .98 .15 Dly				BRO P 1.11 .15 Dly		
	YIP TW 1.61 1.16 .20 Sa				MIA K 1.23 .15 Dly				NLD P 1.13 15 Dly		
	EWRT TC 1.00 .85 .25				LAX P 1.23 .15 Dly			Bombay, India	LAX P 1.38 .15 Dly		
	IDL SR 1.57 1.11 .15 Th			Basle, Switzerland	LGA AO* 1.19 .88 15 Dly				LGA AO* 2.23 1.67 15 Dly		
	IDL SR 1.57 1.11 .15 Su,W				BOS AO* 1.16 .86 15 Su,Th				BOS AO* 2.20 1.65 15 Su,Th		
Auckland, N. Z.	LAX P 2.06 1.55 15 Su				LGA TR .62 .12				LGA TR 2.22 1.42 .20		
	SFO P 2.06 1.55 15 Su				HFD TR .92 .40 12				LGA C* 2.22 1.42 .20		
	PDX P 2.06 1.55 15 Su				LGA C* 1.20 .92 .20				DCA C* 2.21 1.65 .30		
	SEC P 2.06 1.55 15 Su				DCA C* 1.20 .92 .20				LGA BO 2.38 1.79 .20 Su,M,T,Th,F		
	LGA AO* 2.80 3.27 15 Su,Th				IDL AF 1.19 .88 20				LGA TW 2.23 1.67 .20 Su,M,W,Th		
	LGA BO 3.83 3.29 15 Dly				BOS AF 1.16 .86 20				IDL 2.23 1.67 .20 Dly except Su		
	LGA BO 3.73 3.80 .20 Su,M,T,Th,F				IDL SR 1.19 .88 15 Th				EWRT TC 2.00 1.40 .25		
	SFO BO* 2.06 1.55 15 F				IDL K 1.19 .88 15 T,F			Bonaire, N.W.I.	MIA K .44 .32 .10 Su,T,Th,Sa		
	SFO BC 2.06 1.55 15 F				EWRT TC .68 .75 Frequently			Nicaragua	MSY TA .55 .43 .10 M,W,F		
	HJR BC 1.39 .94 15 F				IDL SR 1.19 .88 Su,W				MEX TA .44 .34 .10 T,Th,Sa		
	VR BC 2.17 1.63 15 F				LGA BO 1.21 .91 15 Dly except Su			Bone, Algeria	LGA AO* 1.42 1.12 15 Dly		
Anguilla, Italy	LGA AO* 1.45 1.15 15 Dly				LGA C* 1.70 1.24 15 Su,Th				IDL AF 1.38 1.04 .20 Dly		
	LGA BO 1.45 1.09 15 Su,M,T,Th,F				DCA C* 1.83 1.30 .20				BOS AF 1.35 1.01 .20		
Bahadur, Iraq	LGA AO* 1.94 1.45 15 Dly				LGA BO 1.83 1.30 .20 Su,M,T,Th,F			Bordeaux, France	LGA AO* 1.21 .88 15 Dly		
	BOS AO* 1.91 1.44 15 Su,Th				IDL AF 1.83 1.32 .20 Su,T,Th,F,Sa				BOS AF 1.18 83 15 Su,Th		
	LGA C* 1.74 1.30 .30				BOS AF 1.82 1.30 .20 Su,T,Th,F,Sa				LGA BO 1.21 .91 .20 Su,M,T,Th,F		
	DCA C* 1.74 1.30 .30				LGA TW 1.82 1.30 .20 Su,T,Th,F				IDL AF 1.21 .88 .20		
	IDL AF 1.76 1.32 .30 Weekly				EWRT TC 1.82 1.30 .20 Su,T,Th,F				BOS P 1.18 1.06 15 Dly		
	BOS AF 1.73 1.30 .20				LGA P 1.83 1.32 .20 T,Th			Bratislava, Czechoslovakia	LGA AO* 1.40 1.15 15 M,W,Sa		
	EWRT TC 1.58 1.25 15 Frequently				IDL AF 1.82 1.30 .20 T,Th				BOS AO* 1.39 1.06 15 M		
	IDL SR 1.78 1.32 .30 Th				BOS AF 1.29 .97 .20 Six Weekly			Brasaville, Equ. Af.	IDL AF 2.25 1.69 .20 Wkly		
	LGA BO 1.95 1.46 15 Su,M,T,Th,F				LGA AO* 1.32 1.04 15 Dly				BOS AF 2.22 1.67 .15		
Bahia, Brazil (See Sao Salvador)					LGA AO* 1.29 1.02 15 Su,Th				BOS AO* 2.35 1.73 15 M		
Bahrain, Arabia	LGA AO* 2.04 1.53 15 Su,Th				LGA BO 2.84 2.13 .20 Su,M,T,Th,F			Bremen, Germany	IDL SR 1.23 .94 Su,M,W,F,Sa		
	LGA C* 2.00 1.60 .30				IDL K 2.68 2.36 15 Dly except Su			Brno (Brun), Czechoslovakia	LGA AO* 1.37 1.05 15 M,W,Sa		
	LGA BO 2.07 1.55 .20 Su,M,T,Th,F				LGA P 1.67 .97 15 Su,T,W				IDL SR 1.35 .97 15 T,Th,Sa		
Bahamas, Canal Zone	MIA P .39 .29 15 Dly				MSY P 1.60 1.15 15 M,T,Sa			Brussels, Belgium	LGA P 1.12 .83 15 Dly		
	MSY P .47 37 15 Dly				HOU P 1.79 1.15 15 Su,M,F				BOS P 1.09 .80 15 M,T,Th,F		
	HOU P .59 39 15 Dly				CRP P 1.71 .97 15 Su,M,F				LGA AO* 1.12 .86 15 Dly		
	NLD P .66 47 15 Dly				LAX P 1.73 .97 15 Su,M,F				LGA BO 1.09 .84 15 Su,Th		
	BRO P .50 39 15 Dly				LAX P 2.05 .17 13				LGA S 1.12 .82 .15 Th		
	CRP P .62 43 15 Dly				MIA P 1.17 .13 15				IDL SR 1.80 1.38 15 Dly		
	LAX P .62 43 15 Dly				LGA AO* 1.72 1.30 15 Dly				HFD TR .80 65 12		
	HOU BO .50 39 10 Su,T,Th				BOS AO* 1.70 1.28 15 Su,Th				IDL SW .92 73 .20		
	CHI BO .53 42 .20 Su,T,Th				IDL AF 1.62 1.12 .20				LGA C* 1.10 .87 .30		
	CRP BO .50 39 10 Su,T,Th				BOS AF 1.52 1.10 .20				DCA C* 82 .20 20		
	DAL BO .41 40 10 Su,T,Th				EWRT TC 1.53 1.10 .20 Frequently				LGA BO 1.12 82 .20 Su,M,T,Th,F		
	YIP BO .51 41 .20 Su,T,Th				IDL SR 1.62 1.12 .20 Th				IDL SS 1.50 1.13 .20 Su,M,W,F,Sa		
	MSY BO .47 37 15 Su,T,Th				LGA BO 1.74 1.30 .20 Su,M,T,Th,F				IDL AF 1.12 82 .20 Dly		
Bangkok, Siam	LGA C* 2.44 1.83 .30				LGA P 1.46 .98 15 Su,T,W				BOS BO 1.09 .80 .20		
	DCA C* 2.44 1.83 .30				MIA P .89 .61 15 Dly				IDL K 1.15 83 .15 Dly except Su		
	LGA P 2.46 1.96 15 Su,T,W,Sa				MSY P 1.28 81 15 Dly				EWRT TC 1.75 .65 25		
	PDX P 2.29 2.17 15 W				HOU P 1.38 85 15 Dly			Bucaramanga, Colombia	MIA P .60 41 15 Su,W,F,Sa		
	SEC P 2.29 2.17 15 W				CRP P 1.30 81 15 Dly				LGA 1.71 52 15 Su,Th		
	LAX P 2.29 2.17 15 M,Th,Sa				NLD P 1.35 15 Dly				MSY P 1.12 15 M,W,Th,F		
	BOS P 2.43 1.94 15				LAX P 1.86 .62 18 Dly				HOU P 1.28 15 Su,T,Th		
	SFO P 2.29 2.17 15 Su,T,Th,F				BOS AO* 1.13 87 15 Su,Th				CRP P 1.23 15 Su,T,W,Th		
	LGA AO* 2.51 1.95 15 Dly				LGA BO 1.02 76 20 Su,M,T,Th,F				NLD P 1.23 15 Su,T,W,Th		
	BOS AO* 2.58 1.93 15 Su,Th							Bucharest, Rumania	LAX P 1.48 15 Su,T,W,Th		
	IDL AF 2.54 2.20 .20								LGA AO* 1.60 1.25 15 M,W,Sa		
	BOS AF 2.51 2.18 .20								BOS AO* 1.59 1.23 15 M		
	LGA TR 2.34 2.00 .25								LGA AO* 1.61 1.21 20		
	HFD TR 2.24 2.00 .25								BOS AF 1.58 1.19 .20		
	OAK TR 2.21 1.92 .20								IDL SR 1.58 1.14 .15 Th		
	LGA BO 2.62 1.96 .20 Su,M,T,Th,F							Budapest, Hungary	LGA AO* 1.45 1.11 15 M,W,Sa		
	IDL K 2.46 2.20 15 Dly except Su								BOS AO* 1.44 1.09 15 M		
	LAX W* 2.50 1.80 .20								IDL AF 1.45 1.00 .20		
	PDX W* 2.50 1.80 .20								BOS AF 1.42 1.07 .20		
	SEC W* 2.50 1.80 .20								IDL SR 1.42 1.03 .15 Th		
	IDL W* 2.50 1.80 .20								IDL SS 1.42 1.04 .15 Su,M,W,F,Sa		
Banagi, Belg. Congo	IDL AF 2.54 1.91 .20 Weekly							Buenaventura, Col.	MIA P .65 45 15 Dly		
	BOS AF 2.51 1.88 .20								LGA P .79 57 15 Su,Th		
	LGA AO* 1.34 1.08 15 Dly								MSY P 1.19 15 Dly		
	BOS AO* 1.31 1.03 15 Su,Th								HOU P 1.28 15 Dly		
	IDL AF 1.30 98 .20 Twice Wkly								BRO P 1.20 15 Dly		
	BOS AF 1.27 96 .20 Twice Wkly								CRP P 1.23 15 Dly		
	IDL SA 1.41 1.06 .20								NLD P 1.26 15 Dly		
	LGA P 1.30 94 15 Su,M,W								LAX P 1.52 15 Dly		
	BOS P 1.27 95 15 Su,M,W							Buenos Aires, Argentina	LGA P 1.64 .94 15 Twice Dly		
Barceloneta, Venezuela	LGA P .66 54 15 Dly								MIA P 1.56 .90 15 Twice Dly		
	MIA P .33 38 15 Dly								MSY P 1.54 1.16 15 Dly		
	MEY P .93 63 15 Dly								HOU P 1.54 1.16 15 Dly		
	HOU P 1.02 68 15 Dly								BRO P 1.54 1.16 15 Dly		
	BRO P .94 64 15 Dly								CRP P 1.56 1.17 15 Dly		
	NLD P 1.15 .64 15								NLD P 1.68 15 Dly		
	CRP P .97 65 15 Dly								LAX SI 1.70 1.34 15 Dly		
	LAX P 1.36 .15 Dly								LGA SI 1.54 .93 20 Frequently		
	MIA K .23 .28 15 T,Sa								MIA SI 1.45 .89 20 Frequently		
	LGA C* .75 .42 .30								EWRT TC 1.70 1.30 .20 Frequently		
	DCA C* .75 .32 .30										
Barranca, Colombia	MIA P .60 41 15 Dly										
	LGA P .71 52 15 Su,Th										
	MSY P 1.12 15 Dly										
	HOU P 1.28 15 Dly										

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. (Un. der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Un. der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Un. der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Bulawayo, S. Rhodesia	IDL S	2.66	2.01		Th	Capetown, U. of S. Af.	LGA AO*	3.24	2.42	15	M,W,Sa	Cochabamba, Bolivia	MIA P	1.19	.89	15	F,Sa
"	BOS AO*	2.46	2.06	15	Sa,Th	"	BOS AO*	1.24	.97	15	M	"	MSY P	1.35	1.01	15	M,W,F,Sa
"	LGA AO*	2.49	2.08	15	Dly	"	IDL S*	3.05	2.30		Th	"	HOU P	1.41	1.05	15	Sa,T,Th,F
Calbarian, Cuba	MIA P	1.15	1.11		Dly	Caracas, Venezuela (See La. Channel)	LGA BO	2.75	2.06		Sa,M,T,Th,F	"	BRO P	1.36	1.02	15	Sa,T,Th,F
Cairo, Egypt	LGA AO*	1.73	1.30	15	Dly	Caravelas, Brazil	LGA P	1.64		15	Sa,T,Th,Sa	"	CRP P	1.38	1.04	15	Sa,T,Th,F
"	BOS AO*	1.70	1.28	15	Sa,Th	"	MIA P	1.36		15	Sa,T,Th,Sa	"	NLD P	1.36	1.01	15	Sa,T,Th,F
"	IDL S	1.62	1.12		Th	"	MSY P	1.59		15	M,W,F,Sa	"	LAX P	1.51	1.13	15	Sa,T,Th,F
"	LGA TR	1.42	1.30	15	"	"	HOU P	1.41		15	Sa,T,Th,F						
"	HFD TR	1.42	1.30	15	"	"	BRO P	1.73		15	Sa,T,Th,F						
"	IDL SW	1.46	1.16	20	"	"	CRP P	1.76		15	Sa,T,Th,F						
"	LGA C*	1.60	1.10	30	"	"	NLD P	1.76		15	Sa,T,Th,F						
"	DCA C*	1.60	1.10	30	"	"	LAX P	2.03		15	Sa,T,Th,F						
"	LGA BO	1.74	1.30	20	Sa,M,T,Th,F	Cartagena, Colombia	MIA P	47	.32	15	Dly						
"	IDL AF	1.62	1.12	20	Twice Weekly	"	LGA P	1.35		15	Dly						
"	BOS AF	1.59	1.10	20	"	"	MSY P	.95		15	Dly						
"	IDL K	1.62	1.12	15	Dly except Su	"	HOU P	1.13		15	Dly						
"	LGA TW	1.62	1.12	20	"	"	NLD P	1.05		15	Dly						
"	DCA TW	1.64	1.15	20	M,Sa	"	CRP P	1.08		15	Dly						
"	BRO TW	1.56	1.10	20	W,F	"	BRO P	1.07		15	Dly						
"	PHL TW	1.63	1.14	20	M,Sa	"	CRP P	1.07		15	Dly						
"	CHI TW	1.68	1.19	20	Sa	"	LAX P	1.32		15	Dly						
"	YIP TW	1.66	1.17	20	Sa	"	LGA C*	.55	.40	30	"						
"	EWRTC	1.87	1.00		Frequently	"	DCA C*	.85	.40	30	"						
"	IDL SR	1.62	1.12		"												
Calcutta, India	LGA P	2.31	1.89	15	Sa,T,W,Sa	Caablanca, Fr. Morocco	BOS AF	1.83	1.14	30	"						
"	BOS P	2.28	1.86	15	Sa,T,W	"	LGA AO*	1.56	1.28	15	Sa,Th						
"	PDX P	3.25	2.44	15	W	"	IDL AF	1.55	1.16	30	Dly						
"	SEC P	3.25	2.44	15	W	"	IDL S*	1.55	1.16		Th						
"	SFO P	3.25	2.44	15	Sa,T,F	Castel Benito, Libya	LGA AO*	1.32	1.14	15	Dly						
"	LAX P	3.25	2.44	15	M,Th,Sa	"	BOS AO*	1.49	1.12	15	Sa,Th						
"	IDL K	2.31	1.98	15	Dly except Su	Catcamas, Honduras	LGA AO*	1.53	1.21	15	M,W,Sa						
"	LGA BO	2.55	1.89	20	Sa,M,T,Th,F	Catania, Italy	BOS AO*	1.54	1.19	15	M						
"	LGA C*	2.29	1.71	30	"	Cayenne, Fr. Guiana	LGA P	83	.62	15	M,Th						
"	DCA C*	2.29	1.71	30	"	"	MIA P	78	.55	15	M,Th						
"	IDL AF	2.31	1.89	20	Twice Wkly	"	MSY P	1.18	.76	15	Sa,W						
"	BOS AF	2.28	1.87	15	Twice Wkly	"	HOU P	1.28	.81	15	T,Sa						
"	LGA AO*	2.32	1.89	15	Dly	"	BRO P	1.20	.77	15	T,Sa						
"	BOS AO*	2.49	1.87	15	Sa,Th	"	CRP P	1.23	.79	15	T,Sa						
"	LGA TR	2.20	1.78	25	"	"	NLD P	1.26		15	T,Sa						
"	HFD TR	2.20	1.78	25	"	"	LAX P	1.51		15	T,Sa						
"	OAK TR	2.94	2.12	20	"												
"	LAX W*	3.27	2.35	20	"												
"	PDX W*	3.27	2.35	20	"												
"	SEC W*	3.27	2.35	20	"												
"	EWRTC	2.10	1.80	25	"												
Calgary, Alb., Canada	LGA T*	8.50	.31	10	Dly	Cayo Mambi, Cuba	MIA P	.22	.16	15	Dly						
Call, Colombia	MIA P	.61	.46	15	Dly	Chetumal, Mexico	MIA P	.43		15	M,F						
"	LGA P	.72	.57	15	Sa,Th	"	MSY P	.43		15	Sa,Th						
"	MSY P	.69	.54	15	Dly	"	HOU P	.63		15	W,Sa						
"	HOU P	.72	.56	15	Dly	"	BRO P	.55		15	W,Sa						
"	BRO P	.72	.56	15	Dly	"	CRP P	.58		15	W,Sa						
"	CRP P	.72	.56	15	Dly	"	LAX P	.93		15	W,Sa						
"	NLD P	.90		15	Dly	Chileayo, Peru	MIA P	.90	.67	15	Dly						
"	LAX P	1.05	.80	15	Dly	"	MSY P	.98	.75	15	Dly						
Canagney, Cuba	MIA P	.12	.09	15	Dly	"	HOU P	1.01	.77	15	Dly						
Canpeche, Mexico	MIA P	.39		15	Dly	"	BRO P	1.01	.77	15	Dly						
"	MSY P	.35		15	Dly	"	CRP P	1.01	.77	15	Dly						
"	HOU P	.37		15	Dly	"	NLD P	1.19		15	Dly						
"	BRO P	.40		15	Dly	"	LAX P	1.34	1.01	15	Dly						
"	CRP P	.42		15	Dly	Christiansand, Norway	LGA AO*	1.32	1.00	15	M,W,Sa						
"	NLD P	1.03		15	Dly	"	BOS AO*	1.31	.98	15	M						
"	LAX P	.89		15	Dly	"	IDL K	1.19	.82	15	Dly ex. Sa,Su						
Campo Grande, Brazil	LGA P	1.75		15	M,T,Th	Chungking, China	CHI NW*	2.91	2.25	15	Four Wkly						
"	MIA P	1.49		15	M,T,Th	"	CLE NW*	2.94	2.27	15	Four Wkly						
"	MSY P	1.61		15	W,Sa	"	YIP NW*	2.93	2.26	15	Four Wkly						
"	HOU P	1.68		15	T,F	"	LAX NW*	2.75	2.13	15	Four Wkly						
"	BRO P	1.60		15	T,F	"	MKE NW*	2.91	2.25	15	Four Wkly						
"	CRP P	1.63		15	T,F	"	MPS NW*	2.89	2.23	15	Four Wkly						
"	NLD P	1.63		15	T,F	"	LGA NW*	2.98	2.30	15	Four Wkly						
"	LAX P	2.15		15	T,F	"	SFO NW*	2.75	2.13	15	Four Wkly						
Canavieiras, Brazil	MIA P	1.62		15	M,W,Sa	"	PIT NW*	2.95	2.28	15	Four Wkly						
"	MIA C*	1.33		15	M,W,Sa	"	PDX NW*	2.75	2.13	15	Four Wkly						
"	MSY P	.86		15	Sa,T,F	"	SEC NW*	2.73	2.13	15	Four Wkly						
"	HOU P	1.77		15	M,Th,Sa	"	DCA NW*	2.98	2.28	15	Four Wkly						
"	BRO P	1.69		15	M,Th,Sa	Cienaga, Colombia	MIA P	47	.32	15	Sa,T,F						
"	CRP P	1.72		15	M,Th,Sa	"	MSY P	.95		15	Sa,T,F						
"	NLD P	1.72		15	M,Th,Sa	"	HOU P	1.13		15	M,Th,Sa						
"	LAX P	1.99		15	M,Th,Sa	"	BRO P	1.05		15	M,Th,Sa						
Cannes, France	LGA AO*	1.27	.99	15	Dly	"	CRP P	1.08		15	M,Th,Sa						
"	BOS AO*	1.23	.89	15	Sa,Th	"	NLD P	1.07		15	M,Th,Sa						
"	IDL AF	1.23	.89	20	Dly	"	LAX P	1.32		15	M,Th,Sa						
"	BOS AF	1.20	.87	20	Dly	Cienfuegos, Cuba	MIA P	.43	.10	15	Dly						
"	LGA BO	1.23	.92		Sa,M,T,Th,F	C. del Carmen, Mexico	MIA P	.43		15	Dly						
Canton Island	LAX P	1.36	1.02	15	T,Sa	"	MSY P	.41		15	Dly						
"	SFO P	1.36	1.02	15	T,Sa	"	HOU P	.43		15	Dly						
"	PDX P	1.36	1.02	15	Sa	"	BRO P	.44		15	Dly						
"	SEC P	1.36	1.02	15	Sa	"	CRP P	.47		15	Dly						
"	CHI NW*	2.66	2.00	15	Four Wkly	"	LAX P	.45		15	Dly						
"	CLE NW*	2.66	2.00	15	Four Wkly	Ciudad Trujillo, D. R.	LGA P	.44	.39	15	Dly						
"	LAX NW*	2.50	1.88	15	Four Wkly	"	MIA P	.17	.15	15	Dly						
"	MKE NW*	2.66	2.00	15	Four Wkly	"	NLD P	.31	.23	15	Th						
"	MPS NW*	2.64	1.98	15	Four Wkly	"	EWRTC	.45	.35		Frequently						
"	LGA NW*	2.73	2.05	15	Four Wkly	Ciudad Victoria, Mexico	HOU P	.28		10	Dly						
"	PDX NW*	2.50	1.88	15	Four Wkly	"	BRO P	.20		10	Dly						
"	PIT NW*	2.70	2.03	15	Four Wkly	"	CRP P	.23		10	Dly						
"	SFO NW*	2.50	1.88	15	Four Wkly	"	DAL B	.30		10	Dly						
"	SEC NW*	2.50	1.88	15	Four Wkly	"	FTW B	.30		10	Dly						

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart
Dakar, Senegal, Fr. W. Africa	LGA P	1.68	1.21	15	M, Th	Fort Triquet, Fr. W. Africa	BOS AF	3.02	2.27	20		Guam	LAX P	2.00	1.50	15	M, Th, F
"	BOS P	1.65	1.19	15	Sa, W	Fort William, Ontario, Can.	LGA T*	4.00	14.30	10	Dly	"	SFO P	2.00	1.50	15	Sa, Th, F
"	LGA AO*	2.18	1.63	15	Dly	Fort Talena (Ceara), Brazil	LGA P	1.39	1.00	15	Dly except F	"	PDX P	2.00	1.50	15	Sa, W
"	BOS AO*	2.15	1.61	15	Sa, Th	"	MIA P	1.23	0.90	15	Dly except F	"	SEC P	2.00	1.50	15	Sa, W
"	IDL AF	1.68	1.21	20	Twice Weekly	"	MSY P	1.44	1.00	15	Dly except F	"	OIA TR	2.00	1.50	15	Sa, W
Damascus, Syria	BOS AF	1.65	1.19	20		"	HOU P	1.39	1.00	15	Dly except Th	Guantanamo, Cuba	MIA TR	2.00	1.50	15	Twice Dly
"	LGA P	1.62	1.12	15	Sa, T, W, Th, Sa	"	BRO P	1.31	0.90	15	Dly except Th	Guatemala City, Guatemala	MIA P	39	29	15	Dly
"	BOS P	1.59	1.10	15	T, Th	"	CRP P	1.04	0.70	15	Dly except Th	"	MSY P	36	26	15	Dly
"	LGA AO*	1.73	1.30	30	Dly	"	NLD P	1.52	1.00	15	Dly except Th	"	HOU P	43	33	15	Twice Dly
"	BOS AO*	1.70	1.28	15	Sa, Th	Frankfort-on-Main, Germany	LAX P	1.72	1.20	15	Dly except Th	"	BRO P	37	28	15	Dly
"	IDL SW	1.43	1.10	20		"	LGA P	1.30	0.87	15	Dly	"	CRP P	41	30	15	Dly
"	IDL AF	1.62	1.12	30		"	BOS P	1.17	0.85	15	Dly except Sa	"	NLD P	41	30	15	Dly
"	BOS AF	1.59	1.10	20		"	LGA AO	1.20	0.87	15	Dly	"	LAX P	43	42	15	Dly
"	LGA BO	1.74	1.30	20	Sa, M, T, Th, F	"	DCA AO	1.17	0.85	15	M, T, Sa	"	MSY TA	36	26	15	M, T, W, Th, F
"	FWR TC	1.50	1.10		Frequently	"	BOS AO	1.22	0.90	15	F	Guayaquil, Ecuador	MIA P	76	57	15	Dly
"	IDL SS	1.74	1.30		Sa, M, W, F, Sa	"	PHL AO	1.21	0.86	15	F	"	MSY P	87	68	15	Dly
Dar-es-Salaam, Tanganyika	LGA AO*	2.39	1.79	15	Dly	"	LGA TR	0.77	0.77	12		"	HOU P	87	68	15	Dly
"	BOS AO*	2.36	1.77	15	Sa, Th	"	HFD TR	0.77	0.77	12		"	CRP P	87	68	15	Dly
"	LGA BO	2.39	1.79	20	Sa, M, T, Th, F	"	IDL SW	0.77	0.77	12		"	NLD P	10	10	15	Dly
"	IDL AF	2.37	1.77	20	Sa, Th	"	IDL SS	1.25	0.94	20	Sa, M, T, Th, F	"	LAX P	91	71	15	Dly
"	BOS AF	2.34	1.75	20		Freetown, Sierra Leone	IDL AF	1.95	1.44			"	BRO B	88	68	20	Sa, Th
"	LGA BO	2.38	1.78	20	Sa, M, T, Th, F	"	BOS AF	1.92	1.44			"	CRP B	90	70	20	Sa, Th
Darwin, Australia	MIA P	45	35	15	Dly	"	LGA P	38	29	15	Dly	"	CHL B	87	67	20	Sa, Th
David, Panama	MSY P	47	37	15	Dly	"	BOS P	35	26	15	Dly except Sa	"	CRP B	88	68	20	Sa, Th
"	HOU P	50	39	15	Dly	"	LGA AO	38	29	15	Dly	"	YIP B	88	68	20	Sa, Th
"	BOS P	49	39	15	Dly	"	DCA AO	35	26	15	M, T, W, F, Sa	"	FTW B	88	68	20	Sa, Th
"	CRP P	40	30	15	Dly	"	PHL AO	39	30	15	F	"	IND B	87	68	20	Sa, Th
"	NLD P	61	44	15	Dly	"	IDL SS	38	29	15	Dly	"	LRB B	88	68	20	Sa, Th
"	LAX P	77	59	15	Dly	"	IDL AF	38	29	15	Dly	"	MSY B	84	65	15	Sa, Th
Deauville, France	IDL S	1.22	0.88	15	Dly	"	IDL SW	35	26	15	Dly	"	SAT B	87	68	20	Sa, Th
Delhi, India	LGA AO*	2.39	1.79	15	Dly	"	DCA TW	38	29	10	Dly	"	HAV B	71	53	10	Sa, Th
"	BOS AO*	2.36	1.77	15	Sa, Th	"	PHL TW	39	30	10	M, Sa	Haifa, Israel	IDL AF	1.62	1.12	20	Twice Wkly
"	LGA C	2.18	1.81	30		"	BOS TW	35	26	10	M, W, F	"	BOS AF	1.59	1.10	20	Twice Wkly
"	DCA C	2.18	1.81	30		"	CHL TW	44	35	10	Sa	"	IDL S	1.23	0.88	15	Frequently
"	LGA BO	2.39	1.79	20	Sa, M, T, Th, F	"	LGA BO	38	29	20	Sa, M, T, Th, F	"	LGA C*	1.21	0.89	30	
"	LGA P	2.20	1.78	15	Sa, Th	"	IDL SR	38	29	20	Sa, W	"	DCA C*	1.21	0.89	30	
"	BOS P	2.17	1.78	15	Sa, Th	"	IDL AF	2.18	1.64	20	Su, W	"	IDL SS	1.25	0.94	20	Sa, M, W, F, Sa
"	LAX P	445	259	15		"	BOS AF	2.15	1.63	20		"	IDL K	1.23	0.89	15	M, W, F
"	SFO P	3.45	2.59	15		Gao, Fr. W. Africa	IDL AF	2.18	1.64	20		"	LGA BO	25	19	15	Dly
"	PDX P	3.45	2.59	15		"	BOS AF	2.15	1.63	20		Hamilton, Bermuda	LGA P	25	19	15	Dly
"	SEC W	3.80	2.78			Geneva, Switzerland	LGA AO*	1.19	0.88	15	Dly	"	CHL NW*	2.80	2.14	15	Four Wkly
"	IDL K	2.30	1.83	15	Th	"	BOS AO*	1.16	0.86	15	Sa, Th	"	CLE NW*	2.83	2.16	15	Four Wkly
Dharan, Saudi Arabia	LGA SI	2.40	1.65	23	Frequently	"	IDL S	1.19	0.88	20	Sa, M, T, Th, F	"	YIP NW*	2.82	2.15	15	Four Wkly
"	LGA TR	2.22	1.42	15		"	LGA TR	0.77	0.77	12		"	CHL NW*	2.83	2.16	15	Four Wkly
"	HFD TR	2.22	1.42	15		"	HFD TR	0.77	0.77	12		"	MKE NW*	2.80	2.14	15	Four Wkly
"	LGA C*	1.89	1.41	30		"	IDL SW	0.99	0.79	20	Sa, M, T, Th, F	"	MPS NW*	2.78	2.12	15	Four Wkly
"	DCA C*	1.89	1.41	30		"	LGA BO	0.91	0.70	20	Sa, M, T, Th, F	"	LGA NW*	2.87	2.19	15	Four Wkly
"	LGA AO*	2.09	1.55	38	Dly	"	LGA C*	1.17	0.85	30		"	CHL NW*	2.83	2.16	15	Four Wkly
"	DCA AO*	2.11	1.58	35	F	"	DCA C*	1.17	0.85	30		"	PIT NW*	2.84	2.17	15	Four Wkly
"	BOS AO*	2.06	1.53	35	Dly	"	IDL SS	1.67	1.18	20	Sa, M, W, F, Sa	"	PDX NW*	2.64	2.02	15	Four Wkly
"	LGA TW	1.91	1.43	30	Sa, Th	"	IDL AF	1.19	0.88	15	Sa, Th, F, Sa	"	SEC NW*	2.64	2.02	15	Four Wkly
"	LAX W*	3.80	2.78			"	DCA TW	0.81	0.70	20	M, Sa	"	LGA NW*	2.87	2.19	15	Four Wkly
"	PDX W*	3.80	2.78			"	PHL TW	1.16	0.86	20	Sa, W	"	"	"	"	"	"
"	IDL S*	1.91	1.43	15	Th	"	YIP TW	1.23	0.93	20	Sa	"	"	"	"	"	"
Douala, Fr. W. Africa	IDL AF	2.21	1.66	20	Weekly	"	CHL TW	1.25	0.95	20	Sa	Hargeisa, Br. Somaliland	LGA AO*	2.23	1.67	15	Dly
"	BOS AF	2.15	1.64	20		"	EWRTC	0.70	0.70	23		"	BOS AO*	2.20	1.65	15	Sa, Th
Dublin, Eire	LGA P	1.96	1.42	15	Dly	"	IDL SR	1.19	0.88	15	Sa, W	"	LGA BO	2.23	1.67	20	Sa, M, T, Th, F
"	BOS AO*	2.05	1.50	15	Dly	Georgetown, British Guiana	LGA P	69	55	15	M, Th	"	MIA P	06	06	15	Several Dly
"	LGA TR	73	63	10		"	MIA P	66	47	15	M, Th	"	CHI CS	20	18	15	Dly
"	HFD TR	73	63	10		"	MSY P	1.08	0.71	15	M, Th	"	YIP CS	20	18	15	Dly
"	IDL AF	1.20	0.98	20	Sa, Th	"	HOU P	1.09	0.72	15	Sa, W	"	HOU CS	18	18	15	Dly
"	BOS AF	1.25	0.93	20		"	BRO P	1.09	0.72	15	Sa, W	"	MSY CS	15	13	15	Dly
"	IDL K	1.34	1.00	15	Th, Sa	"	NLD P	1.24	0.90	15	Sa, W	"	STL CS	19	17	15	Dly
Duesseldorf, Germany	IDL SS	1.25	0.94	20	Sa, M, W, F, Sa	"	CRP P	1.13	0.74	15	Sa, W	"	IND CS	19	17	15	Dly
East London, U. of So. Africa	LGA BO	2.62	1.97	30		"	LAX P	1.40	1.00	15	Sa, W	"	BUD CS	18	18	15	Dly
Edmonton, Alberta, Canada	LGA T*	8.60	31	10	Dly	Gibraltar, Gibraltar	LGA AO*	1.46	1.15	15	Dly	"	EVV CS	18	18	15	Dly
Enkhuizen, Netherlands	LGA AO*	1.17	0.86	15	M, W, Sa	"	BOS AO*	1.43	1.13	15	Sa, Th	"	FWA CS	18	18	15	Dly
"	BOS AO*	1.16	0.86	15	M	"	LGA BO	1.46	1.10	20	Sa, M, T, Th, F	"	GRW CS	17	15	15	Dly
Etahlethville, Belgian Congo	LGA AO*	2.49	1.86	15	Dly	Glasgow, Scotland	BOS AO	93	70	15	M	"	HOT CS	22	20	15	Dly
"	IDL S	2.44	1.82	15	Sa, Th	"	LGA TR	78	68	10		"	JAN CS	17	15	15	Dly
Enschede, Netherlands	LGA AO*	1.17	0.86	15	M, W, Sa	"	HFD TR	78	68	10		"	LIT CS	20	18	15	Dly
"	BOS AO	1.16	0.86	15	M	"	DCA C*	96	72	30	Sa, M, T, Th, F	"	MEM CS	17	15	15	Dly
Esmeraldas, Ecuador	MIA P	78	58	10	Su	"	LGA BO	96	72	30	Sa, M, T, Th, F	"	HOT CS	22	20	15	Dly
"	MSY P	86	66	15	Su	"	IDL SW	98	72	30	Sa, M, T, Th, F	"	PUK CS	18	16	15	Dly
"	HOU P	89	68	15	Sa	"	IDL SR	98	72	30	Sa, M, T, Th, F	"	PLA CS	20	18	15	Dly
"	BRO P	89	68	15	Sa	"	LAX P	1.21	0.81	20	Dly	"	MCO CS	19	18	15	Dly
"	CRP P	89	68	15	Sa	"	BOS AF	1.21	0.81	20	Dly	"	SOF CS	20	18	15	Dly
"	NLD P	1.12	0.82	15	Sa	"	IDL K	1.18	0.89	20	Dly except Sa	"	MIA K	08	06	15	T, Sa, Th, Sa
"	LAX P	1.22	0.92	15	Sa	"	EWRTC	0.70	0.70	23	Frequently	"	MIA EA	08	06	15	Dly
Fairbanks, Alaska	REC P	40	15	15	Dly	Gothenburg, Sweden	LGA AO*	1.28	0.91	15	M, F	"	CHL EA	14	14	15	Dly
"	OAK TR	58	35	15		"	IDL SS	1.23	0.94	20	Sa, M, W, F, Sa	"	MSY N	15	13	10	Dly
Florinopolis, Brazil	LGA P	1.70	1.20	05	Dly except Th	"	IDL K	1.23	0.85	15	M, W, F	"	MIA N	08	08	10	Dly
"	MIA P	1.46	1.00	05	Dly except Th	"	NLD AF	1.20	0.80	15	M, W, F	"	TPA N	09	07	10	Dly
"	MSY P	1.64	1.10	15	Dly except W	Groningen, Netherlands	LGA AO*	1.17	0.86	15	M, W, Sa	"	IDL N	19	17	10	Dly
"	HOU P	1.87	1.30	15	Dly except W	"	BOS AO*	1.16	0.86	15	M	"	BRO B	21	19	10	Sa, Th
"	BRO P	1.79	1.20	15	Dly except W	"	HOU P	1.16	0.86	15	M	"	CHI B	26	24	10	Sa, Th
"	CRP P	1.82	1.20	15	Dly except W	"	CRP P	1.16	0.86	15	M	"	CRP B	28	26	10	Sa, Th
"	NLD P	1.81	1.20	15	D												

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.
		Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.			Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.			Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.
Helsinki, Finland	LGA AO 142 97 15 M.W.F.					Jersey, Channel	LGA AO* 1.12 85 15 Dly					Konice, Czech.	LGA AO* 1.46 1.13 15 M.W.Sa				
BOS AO 1.39 94 15 W.F.						U.K.	BOS AO* 1.80 142 15 Su,Th					BOS AO 1.45 1.11 15 M					
IDL SS 1.41 1.06 20 Dly						Jerusalem, Palestine	LGA TW 1.62 1.12 20					LGA BO 2.03 1.52 20 Su,M,T,Th,F					
LAX P .24 15 Dly						"	CHI P 1.62 1.12 20					"	"				
Holguin, Cuba	MIA P .15 .11 15 Dly					"	DCA TW 1.94 1.15 20					Kristiansand,	IDL SS 1.25 .94 15 T.W,Th,Sa				
Homer, Alaska	SEC P .80 23 15					"	CHI TW 1.88 1.19 20					Norway	IDL SS 1.19 .83 15 Dly except Su				
Hong Kong, Br.	SEC P .80 23 15					"	YIP TW 1.59 1.10 20					"	IDL S 1.15 .84 15 Th				
Cm. Col.	LGA P 2.59 2.13 15 Su,T,W,Sa					Jibuti, Fr.	PHL TW 1.66 1.17 20					Kunming, China	CHI NW* 3.01 2.35 15 Four Wkly				
BOS P 2.56 2.10 15 Su,T,W						Somaliand	BOS TW 1.59 1.10 20					"	CLE NW* 3.04 2.37 15 Four Wkly				
PDX P 2.50 1.88 15 W						"	LGA BO 2.18 1.64 20 Su,M,T,Th,F					"	YIP NW* 3.01 2.36 15 Four Wkly				
SEC P 2.50 1.88 15 W						Joao Pessoa	"					"	LAX NW* 2.85 2.23 15 Four Wkly				
LAX P 2.50 1.88 15 Su,Th,Sa						(Cabedello)	LGA P 1.47 15 Su,Th,Sa					"	MKE NW* 3.01 2.35 15 Four Wkly				
SFO P 2.50 1.88 15 Su,T,F						"	MSY P 1.49 15 Su,Th,Sa					"	MPS NW* 2.99 2.33 15 Four Wkly				
SFO PH 2.50 1.88 15 W,Sa						"	MSY P 1.47 15 Su,Th,Sa					"	PHL NW* 2.99 2.33 15 Four Wkly				
HUR PH 2.50 1.88 15 W,Sa						"	HOU P 1.63 15 W,F,Sa					"	PIT NW* 3.05 2.38 15 Four Wkly				
LGA PH 2.73 2.05 15 T,F						"	BRO P 1.63 15 W,F,Sa					"	PDX NW* 2.85 2.23 15 Four Wkly				
CHI PH* 2.66 2.00 15 T,F						"	HOU P 1.63 15 W,F,Sa					"	SFO NW* 2.85 2.23 15 Four Wkly				
CLE PH* 2.69 2.09 15 T,F						"	CRP P 1.56 15 W,F,Sa					"	SEC NW* 2.85 2.23 15 Four Wkly				
YIP PH* 2.68 2.03 15 T,F						"	NLD P 1.56 15 W,F,Sa					"	DCA NW* 3.06 2.38 15 Four Wkly				
PIT PH* 2.70 2.03 15 T,F						"	LAX P 1.52 15 W,F,Sa					La Ceiba,	MSY TA .46 35 M.W.F.				
LAX PH* 2.50 1.88 15 T,F						Johannesburg,	IDL K 2.50 1.88 15 T,F,Sa				Honduras	MEX TA .36 20 T,Th,Sa					
PDX PH* 2.50 1.88 15 T,F						U. of So. Africa	LGA P 2.50 1.88 20 M,Th					Lagos, Nigeria	BOS AO* 2.01 1.50 15 T,Sa				
SFO PH* 2.50 1.88 15 T,F						"	BOS P 2.47 1.86 20 Su,W					"	LGA AO* 2.04 1.52 15 Dly				
LGA BO 2.84 2.13 20 Su,M,T,Th,F						"	LGA BO 2.23 1.67 20 Su,M,T,Th,F					"	LGA BO 1.84 1.38 20 Dly except W				
IDL AF 2.59 2.13 20						"	LGA AO* 2.72 2.03 15 M,W,Sa					"	IDL AF 1.84 1.38 20 Twice Wkly				
BOS AF 2.56 2.10 20						"	BOS AO* 2.71 2.01 15 M					"	BOS AF 1.81 1.36 20				
CHI NW* 2.69 2.02 15 Four Wkly						"	IDL S 2.50 1.88 20					La Guaira,	LGA P .66 54 15 Dly				
YIP NW* 2.68 2.01 15 Four Wkly						"	IDL AF 2.48 1.88 20				Venezuela	MIA P .67 34 15 Dly					
LAX NW* 2.50 1.88 15 Four Wkly						"	DCA C* 2.50 1.88 20					"	MSY P .69 61 15 Dly				
MKE NW* 2.66 2.00 15 Four Wkly						"	IDL AF 2.48 1.88 20					"	HOU P .69 61 15 Dly				
MPS NW* 2.64 1.98 15 Four Wkly						"	SEC P .30 13 15 Dly					"	BRO P .69 61 15 Dly				
LGA NW* 2.78 2.05 15 Four Wkly						Juneau, Alaska	OAK TR .41 24 15					"	NLD P 1.11 15 Dly				
PIT NW* 2.70 2.03 15 Four Wkly						Kamran Isl,	LGA AO* 2.14 1.60 15 Dly					"	CRP P .63 63 15 Dly				
SFO NW* 2.50 1.88 15 Four Wkly						Eritrea	BOS AO* 2.11 1.58 15 Su,Th					"	MEX P 1.20 15 Dly				
SEC NW* 2.50 1.88 15 Four Wkly						"	LGA BO 2.15 1.61 20 Su,M,T,Th,F					"	LGA C* .67 34 15 T,Th,Sa				
DCA NW* 2.50 1.88 15 Four Wkly						Kano, Nigeria,	LGA AO* 1.99 1.49 15 M,W,Sa					"	DCA C* .64 82 20				
LAX W* 2.50 1.80 20						B.W.A.	BOS AO* 1.98 1.47 15 M,W,Sa					"	CHI S .67 44 15 T,Th,Sa				
PDX W* 2.50 1.80 20						"	LGA BO 1.81 1.36 20 Su,Th					"	CRP S .67 44 15 T,Th,Sa				
LAX W* 2.50 1.80 20						"	IDL AF 1.81 1.36 20 Thrice Wkly					"	YIP CS .69 46 15 T,Th,Sa				
PDX W* 2.50 1.80 20						"	BOS AF 1.78 1.34 20 Thrice Wkly					"	IDL CS .68 45 15 T,Th,Sa				
EWRT C 2.49 1.31 20						"	IDL K 1.81 1.36 15 T,F,Sa					"	EVV CS .67 44 15 T,Th,Sa				
OAK TR 1.99 1.30 20						Often						"	FWA CS .67 44 15 T,Th,Sa				
												"	GRW CS .68 45 15 T,Th,Sa				
												"	HOT CS .60 47 15 T,Th,Sa				
												"	HOU CS .67 44 15 T,Th,Sa				
												"	IDL CS .68 45 15 T,Th,Sa				
												"	JAN CS .66 43 15 T,Th,Sa				
												"	LIT CS .68 45 15 T,Th,Sa				
												"	MEN CS .66 43 15 T,Th,Sa				
												"	MSY CS .65 43 15 T,Th,Sa				
												"	PUR CS .67 44 15 T,Th,Sa				
												"	PJA CS .69 46 15 T,Th,Sa				
												"	STL CS .68 45 15 T,Th,Sa				
												"	TRC CS .68 45 15 T,Th,Sa				
												"	HUF CS .69 46 15 T,Th,Sa				
												"	TOL CS .69 46 15 T,Th,Sa				
												"	MKE CS .60 47 15 T,Th,Sa				
												"	CRP CS .67 44 15 T,Th,Sa				
												"	EWRT C .65 35 25				

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. Per 100 Lbs.	Over 100 Lbs.	Per 100 Lbs.	Value	Destination	Airport and Airline	Per Lb. Per 100 Lbs.	Over 100 Lbs.	Per 100 Lbs.	Value	Destination	Airport and Airline	Per Lb. Per 100 Lbs.	Over 100 Lbs.	Per 100 Lbs.	Value
Lima, Peru	MIA P	99	74	15	Dly	Madrid, Spain	LGA AO*	1.34	1.05	15	Dly	Mantua, Ecuador	MIA P	80	60	15	M.W,Th,Sa
"	MSY P	1.07	82	15	Dly	"	BOS AO*	1.31	1.03	15	Su,Th	"	MSY P	88	68	15	M.W,Th,Sa
"	HOU P	1.10	84	15	Dly	"	LGA TR	1.20	.95	10	Su,Th	"	HOU P	91	70	15	Su,T,W,F
"	BRO P	1.10	84	15	Dly	"	HPD TR	1.20	.95	10	Su,Th	"	BRO P	91	70	15	Su,T,W,F
"	CRP P	1.10	84	15	Dly	"	LGA C*	1.11	.81	30	Su,M,T,Th,F	"	CRP P	91	70	15	Su,T,W,F
"	NLD P	1.10	84	15	Dly	"	DCA C*	1.11	.81	30	Su,M,T,Th,F	"	NLD P	1.12	15	15	Su,T,W,F
"	LAX P	1.39	1.04	15	Dly	"	LGA BO	1.14	.88	30	Su,M,T,Th,F	"	LAX P	1.24	94	15	Su,T,W,F
"	HOU B	1.10	84	20	Su,T,Th	"	IDL AF	1.13	.83	20	F	"	MIA P	.15	11	15	Dly
"	IND B	1.10	84	20	Su,T,Th	"	BOS AF	1.10	.81	20	F	"					
"	IND B	1.10	84	20	Su,T,Th	"	LGA TW	1.13	.83	20	Dly except Sa	"					
"	MSY B	1.07	82	20	Su,T,Th	"	BOS TW	1.10	.81	20	F	"					
"	SAT B	1.10	84	20	Su,T,Th	"	CHI TW	1.10	.80	20	F	"					
"	SAT B	1.11	85	20	Su,T,Th	"	YIP TW	1.17	.88	15	F	"					
"	CHI B	1.13	87	20	Su,T,Th	"	IDL K	1.34	1.01	15	W,Sa	"					
"	CRP B	1.10	84	20	Su,T,Th	"	EWRT TC	1.05	.75	25	Th	"					
"	DAL B	1.11	85	20	Su,T,Th	"	IDL S	1.34	1.01	15	Th	"					
"	FTW B	1.11	85	20	Su,T,Th	"						"					
"	HAV B	.88	73	10	Su,T,Th	"						"					
"	EWRT TC	1.20	1.00	15	Frequently	"						"					
London, Portugal	LGA P	1.01	79	15	Dly except Th	Managua, Colombia	MIA P	.32	.35	15	Dly	Maricao, Venezuela	MIA P	.44	.32	15	Dly
"	BOS P	.98	74	15	Dly except Th	"	LGA P	.63	.48	15	Dly	"	LGA P	.75	.62	15	Dly
"	LGA AO*	1.41	1.11	15	Dly	"	MSY P	1.02	1.02	15	Dly	"	MSY P	.81	.64	15	Dly
"	LGA AO*	1.38	1.09	15	Su,Th	"	LAX P	1.20	1.20	15	Dly	"	HOU P	.82	.67	15	Dly
"	IDL S	1.41	1.11	15	Th	"	BRO P	1.12	1.12	15	Dly	"	BRO P	.82	.67	15	Dly
"	LGA TR	1.15	1.00	15	Th	"	CRP P	1.15	1.15	15	Dly	"	CRP P	.85	.69	15	Dly
"	HPD TR	1.15	1.00	15	Th	"	NLD P	1.15	1.15	15	Dly	"	NLD P	1.03	1.03	15	Dly
"	LGA C*	.99	.78	10	Th	"	LAX P	1.39	1.39	15	Dly	"	LAX P	.17	.17	15	Dly
"	DCA C*	.99	.78	10	Th	"						"	MIA K	.44	.32	15	Su,T,Th,Sa
"	LGA BO	1.05	.81	20	Su,T,Th	"						"	LGA C*	.75	.60	30	Su,T,Th,Sa
"	IDL AF	1.09	.82	20	Twice Wkly	"						"	DCA C*	.75	.60	30	Su,T,Th,Sa
"	BOS AF	1.06	.80	20	Dly except Sa	Malmo, Sweden	IDL AF	1.26	.88	20	Dly	"	LGA BO	1.22	.93	20	Su,M,T,Th,F
"	LGA TW	1.01	.76	20	Dly except Sa	"	BOS AF	1.23	.86	20	Dly	"	MSY P	.82	.67	15	Su,M,T,W,F,Sa
"	BOS TW	.98	.74	20	F	"	LGA AO*	1.25	.88	15	M,F	"	IDL AF	1.23	.89	20	Dly
"	YIP TW	1.05	.81	20	F	"	LGA TR	1.05	.90	12	Su	"	BOS AF	1.20	.87	20	Dly
"	CHI TW	1.07	.83	20	F	"	HPD TR	1.05	.90	12	Su	"	IDL K	1.23	.89	15	W
"	IDL K	1.41	1.06	15	W,Sa	"	IDL SS	1.27	.96	30	Su,M,W,F,Sa	"	LAX P	.17	.17	15	Dly
"	EWRT TC	1.00	.75	25	Th	Malta, Malta	LGA AO*	1.45	1.15	15	Dly	Matanzas, Venezuela	LGA P	.82	.82	15	Dly
Liverpool, England	LGA AO*	1.02	.78	15	Dly	"	BOS AO*	1.42	1.13	15	Su,Th	"	MIA P	.86	.40	15	Dly
"	BOS AO*	.99	.76	15	Su,T,Th,F,Sa	Managua, Nicaragua	LGA BO	1.85	1.09	20	Su,M,T,Th,F	"	HOU P	.97	.65	15	Dly
Loja, Ecuador	MIA P	82	61	15	T	"	MIA P	.51	.37	15	Dly	"	BRO P	1.07	.68	15	Dly
"	MSY P	90	69	15	T	"	MSY P	.47	.35	15	Dly	"	CRP P	1.02	.68	15	Dly
"	HOU P	98	71	15	M	"	HOU P	.47	.39	15	Dly	"	NLD P	1.17	15	15	Dly
"	BRO P	93	71	15	M	"	BRO P	.47	.39	15	Dly	"	LAX P	.17	15	15	Dly
"	CRP P	93	71	15	M	"	CRP P	.47	.39	15	Dly	"	MIA K	.86	.40	15	Dly
"	NLD P	1.15	15	15	M	"	NLD P	.51	.37	15	Dly	"	IDL AF	3.79	2.84	20	Weekly
"	LAX P	1.26	.95	15	Sa	"	LAX P	.51	.37	15	Dly	"	BOS AF	3.76	2.82	20	Su,M,T,Th,F
Lome, Fr. W. Africa	IDL AF	1.94	1.46	15	Th	"	LGA EA	.51	.44	20	Dly	Mayaguez, Puerto Rico	EWRT TC	35	20	15	Frequently
"	AF AF	1.91	1.43	15	Th	"	MIA EA	.44	.35	20	Dly	"					
"	AF AF	1.91	1.43	15	Th	"	HAV EA	.36	.29	15	Dly	Mayaguez, Cuba	MIA P	.17	.13	15	Dly
"	AF AF	1.91	1.43	15	Th	"	MEX TA	.46	.34	20	Dly	Masatlan, Mexico	HOU P	.55	.47	15	Dly
"	AF AF	1.91	1.43	15	Th	"	MEX TA	.25	.18	15	Dly	"	BRO P	.47	.39	15	Dly
London, England	LGA P	1.03	.77	15	Dly	Manaus, Brazil	LGA P	1.44	1.15	15	Dly except Su	"	CRP P	.50	.45	15	Dly
"	BOS P	1.00	.75	15	Dly except Sa	"	MIA P	1.24	1.05	15	Dly except Su	"	LAX P	.44	.34	15	Dly
"	LGA AO	1.03	.77	15	Dly	"	LGA P	1.44	1.15	15	Dly except Su	"	MIA P	.89	.40	15	Dly
"	LGA AO	1.00	.75	15	Su,Th	"	HOU P	1.62	1.15	15	Dly except Sa	"	LGA P	.70	.51	15	Su,Th
"	DCA AO	1.03	.80	15	Su,Th	"	BRO P	1.84	1.15	15	Dly except Sa	"	MSY P	.87	.52	15	Dly
"	PHL AO	1.04	.79	15	F	"	CRP P	1.67	1.15	15	Dly except Sa	"	HOU P	.70	.54	15	Dly
"	IDL S	1.12	.82	15	Th	"	NLD P	1.55	1.15	15	Dly except Sa	"	BRO P	.70	.54	15	Dly
"	LGA TR	.70	.60	10	Th	"	LAX P	1.79	1.15	15	Dly except Sa	"	CRP P	.70	.54	15	Dly
"	HOU TR	.70	.60	10	Th	"						"	NLD P	1.09	15	15	Dly
"	IDL SW	.87	.70	20	Th	Manchester, England	LGA AO*	1.03	.79	15	Dly	"	LAX P	.67	.48	30	Dly
"	LGA C*	1.03	.77	30	Th	"	IDL AO*	1.00	.77	15	Su,Th,F,Sa	"	DCA C*	.67	.48	30	Dly
"	DCA C*	1.03	.77	30	Th	"	BOS K	1.29	.97	15	Th,Sa	"	MIA P	.25	.19	15	Dly
"	LGA BO	1.03	.77	30	Su,T,Th	Manila, Philippines	LAX P	2.50	1.88	15	M,T,Th	"	MSY P	.61	.45	15	Dly
"	IDL SS	1.03	.77	30	Dly	"	SFO P	2.50	1.88	15	Su,T,Th,F	"	HOU P	.61	.45	15	Dly
"	IDL AF	1.09	.82	20	Dly	"	PDX P	2.50	1.88	15	Su,W	"	BRO P	.61	.45	15	Dly
"	BOS AF	1.06	.80	20	Dly	"	SEC P	2.50	1.88	15	Su,W	"	CRP P	.61	.45	15	Dly
"	UL T	.97	.73	15	Dly except Sa	"	LGA P	2.89	2.52	15	Su,T,Sa	"	LAX P	.61	.45	15	Dly
"	QY T	.82	.63	15	Dly	"	BOS P	2.86	2.50	15	Su,T	"	DAL B	.66	.45	15	Dly
"	EWRT TC	.70	.60	25	Th	"	SFO PH	3.80	1.88	15	W,Sa	"	FTW B	.66	.45	15	Dly
London, Ont., Canada	LGA T*	2.14	.0555	10	Dly	"	LAX PH*	2.50	1.88	15	W,Sa	"	LRD B	.42	.42	15	Dly
Luxembourg	IDL S	1.14	.84	30	Th	"	PDX PH*	2.50	1.88	15	T,F	"	FTW B	.66	.45	15	Dly
"	LGA C*	1.14	.84	30	Th	"	SEC PH*	2.50	1.88	15	T,F	"	LRD B	.42	.42	15	Dly
"	DCA C*	1.14	.84	30	Th	"	HJR PH	1.79	1.34	15	W,Sa	"	FTW B	.66	.45	15	Dly
Luxor, Egypt	LGA AO*	1.60	1.42	15	Dly	"	LGA PH	2.73	2.02	15	T,F	"	FTW B	.66	.45	15	Dly
"	BOS AO*	1.87	1.40	15	Su,Th	"	CLE PH*	2.69	2.02	15	T,F	"	FTW B	.66	.45	15	Dly
"	LGA BO	1.90	1.43	20	Su,M,T,Th,F	"	YIP PH*	2.68	2.01	15	T,F	"	FTW B	.66	.45	15	Dly
Lydda, Israel	LGA TR	1.98	1.27	15	Dly	"	EDP NW	2.40	1.80	15	Four Wkly	"	FTW B	.66	.45	15	Dly
"	HPD TR	1.98	1.27	15	Dly	"	CHI NW	2.66	2.00	15	Four Wkly	"	FTW B	.66	.45	15	Dly
"	EWRT TC	1.90	1.10	25	Th	"	CLE NW	2.66	2.02	15	Four Wkly	"	FTW B	.66	.45	15	Dly
"	IDL K	1.62	1.12	15	Th	"	YIP NW	2.68	2.01	15	Four Wkly	"	FTW B	.66	.45	15	Dly
Lyon, France	IDL AF	1.18	.87	20	Dly	"	LAX NW	2.50	1.88	15	Four Wkly	"	FTW B	.66	.45	15	Dly
"	LGA C*	1.20	.93	30	Dly	"	MPS NW	2.64	1.98	15	Four Wkly	"	FTW B	.66	.45	15	Dly
"	LGA C*	1.20	.93	30	Dly	"	LGA NW	2.73	2.05	15	Four Wkly	"	FTW B	.66	.45	15	Dly
"	LGA AO*	1.29	.98	15	M,W,Sa	"	PIT NW	2.70	2.03	15	Four Wkly	"	FTW B	.66	.45	15	Dly
"	BOS AO*	1.28	.96	15	M	"	PDX NW	2.50	1.88	15	Four Wkly	"	FTW B	.66	.45	15	Dly
Macao, Brazil	LGA P	1.52	1.15	15	Su,T,W,F	"	SFO NW	2.50	1.88	15	Four Wkly	"	FTW B	.66	.45	15	Dly
"	MSY P	1.51	1.14	15	Sa,T,W,F	"	SEC NW	2.71	2.03	15	Four Wkly	"	FTW B	.66	.45	15	Dly
"	HOU P	1.64	1.15	15	M,T,Th,Sa	"	LAX NW	2.50	1.80	20	Four Wkly	"	FTW B	.66	.45	15	Dly
"	BRO P	1.56	1.15	15	M,T,Th,Sa	"	SEC W*	2.50	1.80	20	Four Wkly	"	FTW B	.66	.45	15	Dly
"	CRP P	1.59	1.15	15	M,T,Th,Sa	"	SEC W*	2.50	1.80	20	Four Wkly	"	FTW B	.66	.45	15	Dly
"	NLD P	1.59	1.15	15	M,T,Th,Sa	"	SEC K*	2.50	1.80	20	Four Wkly	"	FTW B	.66	.45	15	Dly
"	LAX P	1.86	1.15	15	M,T,Th,Sa	"						"	FTW B	.66	.45	15	Dly
Madrid, Spain	LGA AO*	1.34	1.05	15	Dly	Manzanillo, Colombia	MIA P	.85	.44	15	Dly	Milan, Italy	IDL AF	1.30	.95	20	Dly
"	BOS AO*	1.31	1.03	15	Su,Th	"	MSY P	1.04	1.04	15	Dly	"	BOS AF	1.27	.94	20	Dly

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)				Depart	RATES (See Note)				Depart	RATES (See Note)				Depart			
Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per 100 Lbs.	Per \$100 Value	Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per 100 Lbs.	Per \$100 Value	Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per 100 Lbs.	Per \$100 Value			
Minatitlan, Mexico.	MIA P	.81	.....	15	Dly	Nicosia, Cyprus	IGA AO*	1.73	1.30	15	Dly	Paris, France.....	LGA AO*	1.09	.82	15	Dly
"	MSY P	.47	.....	15	Dly	"	BOS AO*	1.70	1.25	15	Sa,Th	"	BOS AO*	1.06	.80	15	Sa,Th
"	HOUP	.44	.....	15	Dly	"	IGA BO	1.69	1.27	20	Sa,M,T,Th,F	"	IDL S	1.12	.82	15	Th
"	BRO P	.36	.....	15	Dly	Nome, Alaska	SEC P	.55	.23	15	Sa,W	"	LGA TR	.85	.70	12	Th
"	CRP P	.39	.....	15	Dly	"	OAK TR	.74	.44	15	"	"	HFD TR	.85	.70	12	Th
"	LAX P	.79	.....	15	Dly	North Bay, Ont., Canada	LGA T*	2.64	.0755	10	Dly	"	DCA C*	1.13	.81	30	"
Montego Bay, Jamaica.....	MIA P	20	15	15	M,F	Noumea, New Caledonia	LAX P	2.01	1.52	15	T,Sa	"	LGA C*	1.13	.81	30	"
Monterria, Colombia.....	MIA P	.53	.38	15	Dly	"	SFO P	2.01	1.52	15	T,Sa	"	LGA BO	1.09	.82	20	Sa,M,T,Th,F
"	HOUP	.64	.47	15	Su,Th	"	PDX P	2.01	1.52	15	W	"	IDL SS	1.15	1.17	20	Sa,M,W,F,Sa
"	BRO P	1.13	.....	15	Dly	Nueva Gerona (Isle of Pines), Cuba	SEC P	2.01	1.52	15	W	"	IDL AF	1.09	.82	20	Dly
"	CRP P	1.16	.....	15	Dly	Nueva Ocotepoque, Honduras	MIA EA	.14	.....	Dly	"	BOS AF	1.06	.80	20	Dly	
"	LAX P	1.15	.....	15	Dly	"	MSY TA	.47	.36	.....	M,W,F	"	LGA TW	1.09	.82	15	Dly except Su
"	LAX P	1.15	.....	15	Dly	"	MEX TA	.27	.21	.....	T,Th,Sa	"	BOS TW	1.06	.80	20	M,W
Monterrey, Mexico.	DAL A	.15	.....	15	Dly	Nuevo Laredo, Mexico	DAL B	.67	.06	10	Dly	"	PHL TW	1.10	.84	20	M,Sa
"	ELP A	.15	.....	15	Dly	"	FTW B	.67	.06	10	Dly	"	CHI TW	1.15	.80	20	Sa
"	LAX A	.31	.....	15	Dly	"	SAT B	.04	.03	10	Dly	"	LGA P	1.09	.82	15	Sa,T,W,F
"	SAT A	.09	.....	15	Dly	"	LBD B	.04	.04	10	Dly	"	BOS P	1.06	.80	15	Sa,T,F
"	PTW B	.37	.....	17	Dly	"	HOJ B	.07	.06	10	Dly	"	EWR TC	.83	.65	15	"
"	DAL B	.27	.....	17	Dly	"	CHI B	.13	.12	10	Dly						
"	LBD B	.12	.....	15	Dly												
"	SAT B	.20	.....	15	Dly												
Montevideo, Uruguay.....	LGA P	1.62	.93	15	Twice Dly	Oaxaca, Mexico	MIA P	.71	.....	15	Dly						
"	MIA P	1.61	.89	15	Dly	"	MSY P	.68	.....	15	Dly						
"	MSY P	1.65	.....	15	Dly	"	HOUP	.38	.....	15	Dly						
"	HOUP	1.76	.....	15	Dly	"	BRO P	.30	.....	15	Dly						
"	BRO P	1.68	.....	15	Dly	"	CRP P	.33	.....	15	Dly						
"	CRP P	1.71	.....	15	Dly	"	LAX P	.70	.....	15	Dly						
"	NLD P	1.72	.....	15	Dly												
"	LAX P	1.98	.....	20	Dly												
"	EWR TC	1.55	.93	.....	Frequently												
Montreal, Que., Canada.....	LGA C	.12	.....	Dly		Okinawa	EDF NW	2.35	1.76	15	Four Wkly						
"	BTX NE	.04	.....	Dly		"	CHI NW	2.60	2.02	15	Four Wkly						
						"	CLE NW	2.69	2.02	15	Four Wkly						
						"	YIP NW	2.68	2.01	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	MKE NW	2.66	2.00	15	Four Wkly						
						"	MPS NW	2.64	1.98	15	Four Wkly						
						"	LGA NW	2.73	2.08	15	Four Wkly						
						"	PIT NW	2.70	2.03	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						
						"	SEC NW	2.50	1.88	15	Four Wkly						
						"	DCA NW	2.71	2.03	15	Four Wkly						
						"	LAX NW	2.50	1.88	15	Four Wkly						
						"	SFO NW	2.50	1.88	15	Four Wkly						

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)										RATES (See Note)										RATES (See Note)												
Destination	Airport and Airlines	Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Destination	Airport and Airlines	Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Destination	Airport and Airlines	Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)			
Prague, Czechoslovakia	LGA P	1.30	.93	15	Dly	Rome, Italy	LGA AO*	1.32	.95	15	Dly	San Salvador, El Salvador	MIA P	.42	.31	15	Dly															
"	BOS P	1.27	.91	15	Dly except Sa	"	BOS AO*	1.30	.93	15	Sa, Th	"	MSY P	.39	.29	15	Dly															
"	LGA AO*	1.30	.93	15	Dly	"	LGA TR	1.05	.80	15	"	"	HOU P	.40	.36	15	Dly															
"	BOS AO*	1.27	.91	15	Sa, Th	"	HPD TR	1.05	.80	15	"	"	BRO P	.41	.30	15	Dly															
"	IDL S	1.30	.93	15	Ta	"	IDL SW	1.12	.90	20	"	"	CRP P	.44	.32	15	Dly															
"	LGA TR	1.00	.85	124	"	"	LGA C*	1.30	.90	30	"	"	NLD P	.44	.32	15	Dly															
"	HPD TR	1.00	.85	124	"	"	LGA BO	1.36	1.02	20	Sa, M, T, Th, F	"	LAX P	.56	.45	15	Dly															
"	IDL SW	1.03	.80	20	"	"	IDL SS	1.36	1.02	20	Sa, M, T, W, F, Sa	"	MSY TA	.39	.29	15	M, T, W, Th, F															
"	LGA C*	1.28	.91	30	"	"	IDL AF	1.33	.93	20	Dly	"	MEX TA	.20	.14	15	T, Th, Sa															
"	DCA C*	1.28	.91	30	"	"	BOS AF	1.30	.93	20	Dly	"	"	"	"	"	"															
"	LGA BO	1.30	.95	20	Sa, M, T, Th, F	"	IDL E	1.33	.95	15	M, Th, F	"	"	"	"	"	"															
"	IDL SS	1.30	.95	20	Sa, M, W, F, Sa	"	LGA TW	1.33	.95	20	Dly	"	"	"	"	"	"															
"	IDL AF	1.30	.93	20	Dly except W	"	BOS TW	1.30	.93	20	W, F	"	"	"	"	"	"															
"	BOS AF	1.27	.91	20	Dly except W	"	PHL TW	1.34	.97	20	M, Sa	"	"	"	"	"	"															
"	IDL K	1.30	.93	15	Dly except Sa	"	YIP TW	1.37	1.00	20	Sa	"	"	"	"	"	"															
"	EWRT C	1.00	.85	25	"	"	CHI TW	1.39	1.02	20	Sa	"	"	"	"	"	"															
"	IDL SR	1.30	.93	15	Su, W	"	DCA C*	1.30	.90	30	M, Sa	"	"	"	"	"	"															
Preston, Cuba	MIA P	.93	.15	15	Dly	"	DCA TW	1.35	.98	20	M, Sa	"	"	"	"	"	"															
"	LGA BO	.98	.72	20	Dly	"	LGA P	1.33	.95	15	W, Th	"	"	"	"	"	"															
Prestwick, Scotland	LGA AO	.96	.72	15	M, W, Sa	"	BOS P	1.30	.93	15	W, Th	"	"	"	"	"	"															
"	BOS AO	.93	.70	15	M	"	EWRT C	1.00	.70	25	"	"	"	"	"	"	"															
"	IDL SS	.96	.72	20	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	UL T	.90	.67	20	"	"	"	"	"	"	"	"	"	"	"	"	"															
"	IDL SW	.81	.65	20	"	"	"	"	"	"	"	"	"	"	"	"	"															
"	IDL K	.98	.72	15	Dly except Sa	"	"	"	"	"	"	"	"	"	"	"	"															
"	LGA BO	.95	.72	20	Sa, M, T, Th, F	"	"	"	"	"	"	"	"	"	"	"	"															
Puebla, Puebla	DAL B	.41	.17	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	FTW B	.41	.17	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	LRD B	.37	.17	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	EAT B	.44	.17	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
Puerto Cabezas, Nic.	MSY TA	.60	.47	15	M, W, F	"	"	"	"	"	"	"	"	"	"	"	"															
"	MEX TA	.48	.38	15	T, Th, Sa	"	"	"	"	"	"	"	"	"	"	"	"															
Puerto Cortes, Hond.	MSY TA	.45	.34	15	M, W, F	"	"	"	"	"	"	"	"	"	"	"	"															
"	MEX TA	.25	.19	15	T, Th, Sa	"	"	"	"	"	"	"	"	"	"	"	"															
Puerto Saurez, Bolivia	MIA P	1.32	.99	15	M, W, Sa	"	"	"	"	"	"	"	"	"	"	"	"															
"	MSY P	1.44	1.08	15	M, W, Sa	"	"	"	"	"	"	"	"	"	"	"	"															
"	BRO P	1.45	1.00	15	Sa, T, F	"	"	"	"	"	"	"	"	"	"	"	"															
"	LAX P	1.58	1.19	15	Sa, T, F	"	"	"	"	"	"	"	"	"	"	"	"															
"	HOU P	1.49	1.12	15	Sa, T, F	"	"	"	"	"	"	"	"	"	"	"	"															
"	CRP P	1.46	1.10	15	Sa, T, F	"	"	"	"	"	"	"	"	"	"	"	"															
"	NLD P	1.51	1.15	15	Sa, T, F	"	"	"	"	"	"	"	"	"	"	"	"															
Quito, Colombia	MIA P	.62	.42	15	M, T, Th, Sa	"	"	"	"	"	"	"	"	"	"	"	"															
"	MSY P	1.14	.85	15	M, T, Th, Sa	"	"	"	"	"	"	"	"	"	"	"	"															
"	HOU P	1.27	.95	15	Sa, W, F	"	"	"	"	"	"	"	"	"	"	"	"															
"	BRO P	1.19	.85	15	Sa, W, F	"	"	"	"	"	"	"	"	"	"	"	"															
"	CRP P	1.22	.95	15	Sa, W, F	"	"	"	"	"	"	"	"	"	"	"	"															
"	NLD P	1.21	.95	15	Sa, W, F	"	"	"	"	"	"	"	"	"	"	"	"															
"	LAX P	1.46	1.15	15	Sa, W, F	"	"	"	"	"	"	"	"	"	"	"	"															
Quito, Ecuador	MIA P	.74	.55	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	LGA P	.85	.65	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	MSY P	.82	.63	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	HOU P	.85	.65	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	BRO P	.85	.65	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	CRP P	.85	.65	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	NLD P	1.11	.85	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	LAX P	1.18	.95	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
Rabat, Fr.	IDL AF	1.55	1.15	20	Dly	"	"	"	"	"	"	"	"	"	"	"	"															
"	BOS AF	1.52	1.14	20	"	"	"	"	"	"	"	"	"	"	"	"	"															
Rangoon, India	LGA BO	2.36	1.94	20	Sa, T, Th	"	"	"	"	"	"	"	"	"	"	"	"															
Rio de Janeiro, Brazil	LGA P	1.48	1.15	15	Dly except F	"	"	"	"	"	"	"	"	"	"	"	"															
"	MIA P	1.26	1.00	15	Dly except F	"	"	"	"	"	"	"	"	"	"	"	"															
"	MSY P	1.50	1.15	15	Dly except F	"	"	"	"	"	"	"	"	"	"	"	"															
"	HOU P	1.64	1.25	15	Dly except Th	"	"	"	"	"	"	"	"	"	"	"	"															
"	BRO P	1.56	1.15	15	Dly except Th	"	"	"	"	"	"	"	"	"	"	"	"															
"	CRP P	1.59	1.15	15	Dly except Th	"	"	"	"	"	"	"	"	"	"	"	"															
"																																

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Shanghai, (Cont.)	EDF NW	2.35	1.76	15	Four Wkly	Sydney, Australia	LAX P	2.36	1.77	15	T.Sa	Trondheim, Norway	IDL SS	1.29	.98	20	T.W,Th,Sa
"	CHI NW	2.66	2.00	15	Four Wkly	"	SFO P	2.36	1.77	15	T.Sa	"	MSY TA	44	37	M.W.F	
"	CLE NW	2.66	2.02	15	Four Wkly	"	PDX P	2.36	1.77	15	Sa	Trujillo, Honduras	MEX TA	28	22	T.W,Th,Sa	
"	YIP NW	2.68	2.01	15	Four Wkly	"	SEC P	2.36	1.77	15	Sa	"	CHI NW*	2.79	2.13	15	Four Wkly
"	LAX NW	2.50	1.88	15	Four Wkly	"	LGA BO	3.78	2.84	20	Su,M,T,Th,F	"	CLE NW*	2.82	2.18	15	Four Wkly
"	MKE NW	2.66	2.00	15	Four Wkly	"	SFO BO	2.36	1.77	15	M,Th	"	YIP NW*	2.81	2.14	15	Four Wkly
"	MPS NW	2.64	1.94	15	Four Wkly	"	GFO BC	2.36	1.77	15	M,Th	"	LAX NW*	2.63	2.01	15	Four Wkly
"	LGA NW	2.73	2.05	15	Four Wkly	"	HJR BC	1.68	1.26	15	M,Th	"	MKE NW*	2.79	2.13	15	Four Wkly
"	PIT NW	2.70	2.03	15	Four Wkly	"	VR BC	2.17	1.85	15	M,Th	"	MPS NW*	2.77	2.11	15	Four Wkly
"	PDX NW	2.50	1.88	15	Four Wkly	"	OAK TR	2.12	1.57	20	Dly	"	PIT NW*	2.86	2.18	15	Four Wkly
"	SFO NW	2.50	1.88	15	Four Wkly	Sydney, N. S.	BOS T	2.99	.0895		Dly	"	LGA NW*	2.83	2.18	15	Four Wkly
"	SEC NW	2.50	1.88	15	Four Wkly	"	MIA P	.84	.63	15	Dly	"	SFO NW*	2.63	2.01	15	Four Wkly
"	DCA NW	2.71	2.03	15	Four Wkly	"	MSY P	.92	.71	15	Dly	"	SEC NW*	2.63	2.01	15	Four Wkly
"	LAX W	2.50	1.80	20	Four Wkly	Talara, Peru	HOU P	.95	.73	15	Dly	"	DCA NW*	2.84	2.16	15	Four Wkly
"	PDX W	2.50	1.80	20	Four Wkly	"	BRO P	.95	.73	15	Dly						
"	SEC W	2.50	1.80	20	Four Wkly	"	CRP P	.95	.73	15	Dly						
"	IDL K	2.88	2.54	15	M	"	NLD P	1.15		15	Dly						
"	EWRT C	2.75	2.30		Frequently	"	LAX P	1.28	.97	15	Dly						
"	OAK TR	2.34	1.70	20		Tamatare, Madagascar	IDL AF	3.50	2.63	20	Weekly	Tungtiao, China	CHI NW*	2.76	2.10	15	Four Wkly
Shanghai, Fire	LGA P	.92	.69	15	Dly except Sa	"	BOS AF	3.47	.60	20	Weekly	"	CLE NW*	2.76	2.10	15	Four Wkly
"	BOS P	.80	.67	15	Dly except Sa	Tampico, Mexico	HOU P	1.15	1.11	15	Dly	"	YIP NW*	2.72	2.11	15	Four Wkly
"	LGA AO	.92	.69	15	Dly	"	BRO P	.10	.08	15	Dly	"	LAX NW*	2.60	1.98	15	Four Wkly
"	BOS AO	.90	.67	15	Sa,T,Th,F,Sa	"	CRP P	.15	.10	15	Dly	"	MKE NW*	2.76	2.10	15	Four Wkly
"	DCA AO	.94	.72	15	F	Tananarive, Madagascar	LAX P	.76		15	Dly	"	MPS NW*	2.74	2.08	15	Four Wkly
"	PHL AO	.93	.71	F		"	IDL AF	3.45	2.59	20	Weekly	"	SEC NW*	2.72	2.06	15	Four Wkly
"	LGA TR	.68	.58	10		Tangier, Morocco	BOS AF	3.42	2.57	20	Weekly	"	PDX NW*	2.60	1.98	15	Four Wkly
"	HFD TR	.68	.58	10		"	LGA AO*	1.51	1.20	15	Dly	"	SEC NW*	2.60	1.98	15	Four Wkly
"	LGA SW	.77	.61	20		"	BOS AO*	1.49	1.18	15	Sa,Th	"	DCA NW*	2.81	2.13	15	Four Wkly
"	UL T	.86	.65			Tapachula, Mexico	IDL S*	1.63	1.22		Th						
"	LGA BO	.92	.69	20	Su,M,T,Th,F	"	MIA P	.42	.31	15	M,W,F						
"	IDL AF	.92	.69	20		"	MSY P	.30	.28	15	M,W,F						
"	BOS AF	.89	.67	20		"	HOU P	.42	.31	15	M,W,F						
"	LGA TW	.92	.69	20	Dly	"	BRO P	.34	.23	15	M,W,F						
"	BOS TW	.89	.67	20	W	"	CRP P	.37	.28	15	M,W,F						
"	PHL TW	.93	.71	20	M,Sa	"	LAX P	.88		15	M,W,F						
"	YIP TW	.98	.74	20	Sa	Tecucigalpa, Honduras	MIA P	.47	.34	15	Dly						
"	DCA TW	.94	.72	20	M,Sa	"	MSY P	.44	.32	15	Dly						
"	CHI TW	.98	.74	20	Sa	"	HOU P	.44	.32	15	Dly						
"	EWRT C	.75	.60	25		"	CRP P	.45	.33	15	Dly						
"	IDL SR	.92	.69		Sa,W	"	CRP P	.48	.35	15	Dly						
Sian, China	CHI NW*	2.88	2.22	15	Four Wkly	"	NLD P	.48	.35	15	Dly						
"	CLE NW*	2.91	2.24	15	Four Wkly	"	LAX P	.61	.48	10	Dly						
"	LAX NW*	2.90	2.23	15	Four Wkly	"	MSY TA	.43	.32		M,W,F						
"	MPS NW*	2.88	2.22	15	Four Wkly	"	MEX TA	.38	.17		T,Th,Sa						
"	MKE NW*	2.86	2.20	15	Four Wkly	Teheran, Iran	LGA AO*	2.10	1.58	15	Dly						
"	LGA NW*	2.93	2.27	15	Four Wkly	"	BOS AO*	1.83	1.37	30	Sa,Th						
"	PIT NW*	2.92	2.25	15	Four Wkly	"	LGA C*	1.83	1.37	30							
"	PDX NW*	2.72	2.10	15	Four Wkly	"	DCA C*	1.83	1.37	30							
"	SFO NW*	2.72	2.10	15	Four Wkly	"	LGA BO	2.08	1.56	20	Su,M,T,Th,F						
"	SEC NW*	2.72	2.10	15	Four Wkly	"	IDL AF	1.83	1.37	30	Weekly						
"	DCA NW*	2.63	2.25	15	Four Wkly	"	BOS AF	1.82	1.37	20							
Singapore, Mal. St.	LGA TR	2.45	1.87	25	Frequently	"	IDL K	1.85	1.39	15	F						
"	HFD TR	2.45	1.87	25	Frequently	"	IDL SS	2.08	1.56	20	Sa,M,W,F,Sa						
"	OAK TR	2.29	1.84	20		"	EWRT C	1.70	1.39		M,W,F						
"	LGA BO	2.78	2.07	20	Su,M,T,Th,F	Tela, Honduras	MSY TA	.46	.35		T,Th,Sa						
"	IDL AF	2.58	2.08	20		Tientsin, China	SFO NW*	2.67	2.05	15	Four Wkly						
"	BOS AF	2.55	2.06	20		"	PIT NW*	2.87	2.20	15	Four Wkly						
"	IDL K	2.68	2.29	15	Th	"	LGA NW*	2.90	2.22	15	Four Wkly						
"	EWRT C	2.40	2.00		Frequently	"	CHI NW*	2.83	2.17	15	Four Wkly						
Sinau, Nicaragua	MSY TA	.55	.42		M,W,F	"	CLE NW*	2.86	2.19	15	Four Wkly						
"	MEX TA	.43	.33		T,Th,Sa	"	YIP NW*	2.85	2.18	15	Four Wkly						
Sofia, Bulgaria	LGA AO*	1.62	1.27	15	M,W	"	LAX NW*	2.67	2.05	15	Four Wkly						
"	BOS AO*	1.61	1.25	15	M	"	MKE NW*	2.83	2.17	15	Four Wkly						
Sourabaya, Java, N.E.I.	LGA AO*	2.98	2.23	20	Dly	"	MPS NW*	2.81	2.15	15	Four Wkly						
"	BOS AO*	2.95	2.21	15	Sa,Th	"	DCA NW*	2.88	2.20	15	Four Wkly						
"	IDL K	2.77	2.32	20	Dly except M	"	SEC NW*	2.67	2.05	15	Four Wkly						
"	IDL AF	1.60	1.30			Tokyo, Japan	LGA P	3.24	2.79	15	W						
"	BOS AF	1.57	1.18			"	LGA BO	3.27	2.45	20	Su,M,T,Th,F						
Stanleyville, Bel. Congo	LGA AO*	2.28	1.71	15	Dly	"	BOS P	3.21	2.77	13	W						
"	BOS AO*	2.25	1.69	15	Sa,Th	"	LAX P	2.35	1.76	15	M,Th,Sa						
"	IDL S	2.28	1.70		Th	"	SFO P	2.35	1.76	15	Sa,T,F						
Stavanger, Norway	LGA AO*	1.28	.91	15	Sa,W	"	PDX P	2.35	1.76	13	W						
"	BOS AO*	1.25	.86	15	W	"	SEC P	2.35	1.76	15	W						
"	IDL SS	1.17	.87	20	T,W,Th,Sa	"	EDF NW	2.50	1.91	15	Four Wkly						
Stockholm, Sweden	IDL SS	1.28	.96	20	Dly	"	CHI NW*	2.51	1.88	15	Four Wkly						
"	LGA AO	1.28	.96	15	Su,M,W,F	"	CLE NW*	2.54	1.91	15	Four Wkly						
"	BOS AO	1.25	.86	15	W	"	YIP NW*	2.53	1.90	15	Four Wkly						
"	LGA TR	1.05	.90	125		"	LAX NW*	2.54	1.91	15	Four Wkly						
"	HFD TR	1.05	.90	125		"	MKE NW*	2.51	1.88	15	Four Wkly						
"	LGA C*	1.26	.87	30		"	MPS NW	2.49	1.87	15	Four Wkly						
"	DCA C*	1.26	.87	30		"	LGA NW*	2.58	1.94	15	Four Wkly						
"	LGA BO	1.26	.87	20	Su,M,T,Th,F	"	PIT NW*	2.55	1.91	15	Four Wkly						
"	IDL AF	1.28	.89	20	Dly	"	PDX NW*	2.35	1.76	15	Four Wkly						
"	BOS AF	1.25	.86	20		"	SFO NW*	2.35	1.76	15	Four Wkly						
"	IDL K	1.28	.89	15	Dly except Su	"	DCA NW*	2.50	1.92	15	Four Wkly						
"	EWRT C	1.15	.80	25		Toronto, Ont., Canada	OAK TR	1.80	1.31	15							
"	IDL S	1.28	.89		Th	"	LGA A	.12	.07	.04	Dly						
Stornoway, Scotland	LGA AO*	1.06	.81	15	M,W,Sa	"	LGA T*	1.76	.041	10	Dly						
"	BOS AO*	1.03	.79	15	M	Trieste, Italy	IDL AF	1.36	1.02								
Stuttgart, Germany	LGA P	1.25	.94	15	T.Sa	"	BOS AF	1.33	1.00								
"	BOS P	1.22	.92	15	T	Trinidad, Cuba	MIA P	.15	.11	15	Dly						
"	IDL K	1.25	.94	15	Th,Sa	Tripoli, Libya	LGA AO*	1.52	1.24	15	Dly						
"	IDL AF	1.25	.94			"	BOS AO*	1.49	1.22	15	Sa,Th						
"	BOS AF	1.22	.92			"	LGA TR	1.52	1.14	20	Su,M,T,Th,F						
"	IDL SS	1.25	.94	20	Su,M,W,Sa	"	IDL AF	.37	.07								
Sura, Fiji Islands	LAX P	1.75	1.32	15	T.Sa	"	BOS AF	1.34	.95								
"	SFO P	1.75	1.32	15	T.Sa												

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)									
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart		
Victoria, B. C.	LGA T •	10	12	.375	...	Dly	Villavicencio, Colombia	MIA P	.65	.44	10	Dly	Winnipeg, Man., Can.	LGA T •	5	75	.20	...	Dly
Victoria de las Tunas, Cuba	MIA P	.15	.11	.10	Dly	"	"	MSY P	1.12	...	20	Dly	"	GFK W	.04	...	...	Dly
Victoria Falls, So. Rhodesia	LGA BO	2	23	1	67	.20	Su,M,T,Th,F	"	HOU P	1.23	...	20	Dly	Yaounde, Fr. Eq. Africa	IDL AF	2	26	1	70
Vienna, Austria	LGA P	1	36	.96	.20	Dly	"	BRO P	1.15	...	20	Dly	"	BOS AF	2	23	1	67	
"	BOS P	1	33	.94	.20	Dly except Sa	"	CRP P	1.18	...	20	Dly	Ziguinchor, Fr. W. Africa	IDL AF	1	79	1	34	
"	LGA AO*	1	36	.96	.15	Dly	"	NLD P	1.17	...	15	Dly	"	BOS AF	1	76	1	32	
"	BOS AO*	1	33	.94	.15	Su,Th	Visby, Sweden	LAX P	1.42	...	20	Dly	Zinder, Fr. W. Africa	IDL AF	2	30	1	73	
"	LGA BI	1	35	.80	.25	Frequently	"	IDL SS	1.35	1.01	.20	Dly	"	BOS AF	2	27	1	70	
"	LGA TR	1	05	.90	.124	...	Wadi Haifa, Aug. Eg. Sudan	LGA AO*	1	34	.94	.15	Su,M,W,F	Zurich, Switzerland	LGA AO*	1	23	.98	.15
"	HFD TR	1	05	.90	.124	...	"	"	1	31	.91	.15	W,F	"	BOS AO*	1	22	.96	.15
"	LGA C*	1	34	.94	.30	...	Wake Island	"	LAX P	1	54	1	16	.20	Su,M,Th,Sa	IDL SS	1	25	.94
"	DCA C*	1	34	.94	.30	...	"	SFO P	1	54	1	16	.20	Su,T,Th,F	IDL S	1	20	.89	
"	LGA BO	1	34	1	01	.20	Warsaw, Poland	SEC P	1	54	1	16	.15	W	LGA TR	1	20	.80	
"	IDL AF	1	36	.96	.20	...	"	OAK TR	1	39	1	01	.13	Su	HFD TR	.95	.80		
"	BOS AF	1	33	.94	.20	...	"	LGA AO*	1	43	1	04	.15	M,F	IDL SW	1	00	.80	
"	EWRTC	1	20	.80	.25	...	"	IDL SS	1	43	1	07	.20	Su,M,W,F,Sa	LGA C*	.95	.87		
"	IDL SS	1	34	1	01	.20	Whitehorse, Canada	IDL AF	1	43	1	07	.20	...	DCA C*	1	18	.87	
Villahermosa, Mexico	MIA P	.47	...	.10	Dly	"	"	BOS AF	1	40	1	05	.20	...	IDL AF	1	19	.88
"	MSY P	.48	...	.10	Dly	"	Windsor, Ont., Canada	IDL S*	1	42	1	02	Th	"	BOS AF	1	16	.86
"	HOU P	.45	...	.10	Dly	"	"	IDL SR	1	50	1	13	.20	Su,W	IDL K	1	30	.89
"	BRO P	.40	...	.10	Dly	"	"	SEC P	.35	.14	.10	T,Sa	"	LGA BO	1	23	.92	
"	CRP P	.43	...	.10	Dly	"	"	LGA A	.20	...	...	...	"	EWRTC	1	22	.70	
"	LAX P	.83	...	.10	Dly	"	"	CHI A	.12	...	...	...	"	LGA TW	1	19	.88	
							"	LGA T •	2	14	.056	...	"	PHL TW	1	30	.90		
							"	CHI T	.12	...	...	...	"	DCA TW	1	21	.91	
													"	IDL SR	1	30	.89		
																	Su,W		

International Air Cargo Rates are a standard feature in AIR TRANSPORTATION. This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.

Current Net Advisory Rates for War, Strikes, Riots, Etc. Generally in Use in American Marine Insurance Markets for Mail & Air Shipments

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Schedule Dated June 1, 1949

A—Registered Mail, excluding Registered Air Mail and Air Express:

All securities, including non-negotiables, documents and similar interests—20% of Cargo Rates, with 1½¢ minimum.
Currency including jewelry, precious stones and metals, etc.; also miscellaneous cargo—100% of Cargo Rates.

B—Registered Air Mail and/or Air Express and/or other shipments by air: Western Hemisphere excluding shipments between points in Continental United States and/or Canada:

All securities, including non-negotiables, documents and similar interests..... 1½¢ c
All other classes of property 2½¢ c

UNITED STATES or CANADA to or from:

	Gold, All Securities, including non-negotiables, documents and similar interests	All Other interests
1. (a) British Isles, Elre, Sweden, France, Holland, Belgium, Portugal, Spain, Switzerland, Iceland and Greenland	1½¢c	2½¢c
(b) Italy	3½¢c	6½¢c
2. Africa except Egypt	1½¢c	2½¢c
3. Cyprus, Turkey, Greece, Iran and Iraq.....	2½¢c	5¢c
4. Afghanistan and Ceylon (if direct)	3½¢c	7½¢c
5. India and Pakistan	6½¢c	12½¢c
6. Australasia	1½¢c	2½¢c
7. Philippine Islands	3½¢c	7½¢c

C—Ordinary Parcel Post, Government Insured Parcel Post, Registered Post, Ordinary Mail (Excluding Air Mail) except

(A) Shipments to from Spain under policies endorsed with Airborne Clause, Lisbon rate will be charged, plus an additional charge of 2½¢c because of the possibility that shipments of valuables may go forward to or from interior points by air.

(B) United States to from Mexico 2½¢c, provided assured agrees to pay reduced rate on all shipments, otherwise individual shipments at full cargo schedule rate.

(C) United States or Canada to or from Hawaiian Islands—Transpacific Cargo Rate.

D—Express (Excluding Air Express)—Charge Cargo War Risk Schedule Rates.



(REG. U. S. PAT. OFF.)

COME July 13, Canadian Pacific Air Lines' trans-Pacific services between Vancouver and New Zealand and Australia will be inaugurated with the departure of a Canadair Four. A total of four such aircraft will fly the route, touching at San Francisco, Honolulu, Fiji, Auckland, and Sydney. Plans are to fly by day and stop over at night.

CPA recently was issued a CAB foreign air carrier permit authorizing transportation of persons, cargo, and mail between Whitehorse, Yukon Territory, Canada, and Fairbanks, Alaska, via Dawson.

According to the CAB, no special restrictions are necessary for the carriage of photographic flashbulbs in aircraft. The Board's Bureau of Safety Investigation, which instigated and participated in tests with other Federal agencies, manufacturers of photoflash bulbs, and the aviation industry, has disclosed the following facts:

- Although modern photographic flash bulbs have been fired remotely by high frequency radiant energy (radar) under ideal laboratory conditions, to date it has been impossible to fire one by this means under actual or simulated flight conditions in all metal aircraft.

- Even under extreme conditions occasionally met in air transportation, including electrostatic discharge, changing magnetic and electrical fields, elevated temperatures, radiant energy and combinations of these, modern photoflash bulbs are not fired.

- When modern but defective photoflash bulbs were flashed and exploded electrically, even several bulbs simultaneously, in a combustible atmosphere of gasoline vapor, no ignition occurred.

- The possibility of firing modern photoflash bulbs by ordinary impact and resultant friction is extremely remote, as proven by exhaustive tests, if the bulbs are packed in containers.

Congrats to Swissair, of Switzerland, and Avianca, of Colombia, now operating regularly between their countries and New York. Swissair touches at Idlewild, and Avianca, an affiliate of Pan Am, at LaGuardia. W. O. Etienne represents Swissair in New York, and the representative of Avianca in the same city is Jorge de Brigard.

Last month KLM Royal Dutch Airlines inaugurated thrice weekly services to Shannon, Eire. KLM aircraft routed through Gander and Shannon to the Continent depart

from New York every Wednesday, Friday, and Sunday. On the remaining weekdays, flights are operated via Prestwick, Scotland.

British Overseas Airways Corporation reports that despite its relatively small transatlantic fleet, its *Constellations* led the field with an average payload of 3,240 kilos per flight. Says BOAC: "This figure is particularly interesting in view of the fact that included in the calculations were the flights of those airlines operating special cargoplanes between the United States and Europe. All of BOAC's cargo was carried in their *Constellations* on normal scheduled services."

Now that final negotiations for the transfer of four *Sratoscruisers* from Scandinavian Airlines System to BOAC have been concluded, the British airline will have a total of 10 giant Boeing craft under construction.

Flowers are an old Mother's Day standby—but last month it helped set a new record for air shipments of flowers in Latin America. A Miami wholesale florist is reported by Pan Am to have shipped to retailers in San Juan a single flower cargo of 4,927 pounds. . . . An interesting cargo is that of 55 bundles of plywood, weighing more than five tons, flown from Merida, Mexico, to San Salvador. Consigned to the Bank of London and South America, San Salvador, the plywood will be used in the construction of doors for the new Regalado Building in that city. . . . A third Pan Am cargo worthy of mention is that recent one of pinball machines (*reform societies, attention!*) flown from Miami to Cuba. That load topped six tons.

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June 1 is the day Pan Am inaugurates service between New York and Marseilles. Stops en route will be at Boston; Santa Maria, Azores; Lisbon; and Barcelona. There will be three flights a week.

The first production model of the Fairchild C-119 *Packet* has been accepted by the United States Air Force. Early deliveries will be made to units under the Continental Air Command. Under the existing contract a total of 144 C-119s will be built, eight of these going to the Navy. The Air Forces presently are operating 220 C-82s, forerunners of the C-119.

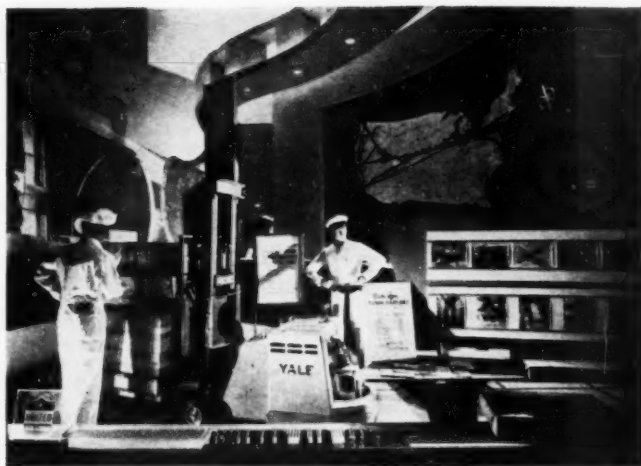
Chase Aircraft Company, Inc., West Trenton, N. J., manufacturers of the twin-engine *Airtrac*, 32,000-pound transport and cargo plane, is seeking full air carrier approval from the CAA. According to Chase, "several domestic and foreign air carriers have shown interest in the civilian version of the *Airtrac*."

United Air Lines recently reduced rates on shipments of fresh fruits, vegetables, vegetable plants, and nursery stock from eight California cities to Chicago, Detroit, Milwaukee, Newark, New York, Philadelphia, South Bend, and Toledo. California cities are: Los Angeles, San Francisco, Oakland, Long Beach, Modesto, Salinas, Stockton, and Visalia.

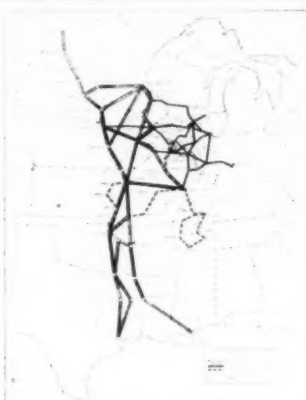
Amendment of Eastern Air Lines' certificate by the CAB authorizes EAL to serve Pittsburgh, which has been designated as an intermediate stop between Akron and Charleston on Detroit-Miami flights.

Langdon P. Marvin, Jr., aviation economist and contributing editor of *Air Transportation*, has asked Congress to establish a vast air merchant marine which will be capable of producing a half-billion dollars in revenue a year. (*Sword and Ploughshare*, November, 1948, AT.) He also asked that the irregular airlines be given more considerate treatment by the CAB. According to Marvin, the United States needs 4,000 planes in regular use, and pointed out that a giant air fleet would close the gap between the 16 percent of transport planes the country presently operates and what it would need in the event of a national emergency.

That National Packaging Exposition in Atlantic City was an interesting affair, but its neglect of air cargo packaging was glaring. We'd like to see this phase included in next year's affair.



This humdinger of a cargo display was set up by United Air Lines in its Philadelphia office, attracting plenty of interest. Note the fork lift truck—a special chrome job—near cargo door of the "plane." Those photographs on the right are cargo scenes.



Systems of Mid-Continent Airlines and Parks Air Lines which will become a wholly owned subsidiary of MCA if the CAB says okay. Shaded line shows MCA's present network; solid black line indicates the certificated mileage of Parks; broken line shows mileage awarded Parks but awaiting certificates.

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SECTION 292.1, ECONOMIC REGULATIONS (REVISED)

(Effective May 20, 1949)

(a) **Definitions.** The term "point" as used in this section shall mean any airport or place where aircraft may be landed or taken off, including the area within a 25-mile radius of such airport or place.

(b) **Classification.** There is hereby established a classification of noncertificated air carriers to be designated as "Irregular Air Carriers." The term "Irregular Air Carrier" means any air carrier which (1) directly engages in air transportation, (2) does not hold a certificate of public convenience and necessity under section 401 of the Civil Aeronautics Act of 1938, as amended, and (3) does not operate, or hold out to the public expressly or by course of conduct that it operates, one or more aircraft between designated points, or within a designated point regularly or with a reasonable degree of regularity, upon which aircraft it accepts for transportation, for compensation or hire, such members of the public as apply therefor or such property as the public offers. No air carrier shall be deemed to be an Irregular Air Carrier unless the air transportation services offered and performed by it are of such infrequency as to preclude an implication of a uniform pattern or normal consistency of operation between, or within, such designated points.

(1) **Small Irregular Carriers.** Any irregular air carrier, as classified above, which does not use in its transportation services aircraft units having a gross take-off weight in excess of 10,000 pounds for any one unit or of 25,000 pounds for the total of such units (disregarding units of 6,000 pounds or less), shall be classified as a Small Irregular Carrier.

(2) **Large Irregular Carriers.** Any irregular air carrier other than a Small Irregular Carrier shall be classified as a Large Irregular Carrier; provided, that no air carrier shall be so classified unless it holds a Letter of Registration issued to it as a Large Irregular Carrier pursuant to application therefor filed with the Board before August 6, 1948, and not revoked or cancelled as of May 20, 1949.

(c) **Small Irregular Carriers.**

(1) **Exemptions.** Except as otherwise provided in this section, each Small Irregular Carrier, falling within the classification above, shall be temporarily exempt from the following provisions of Title IV of the Civil Aeronautics Act of 1938, as amended:

(i) Subsection 401 (a);

(ii) Section 403;

(iii) Subsection 404 (a); provided, that Small Irregular Carriers shall abide by these provisions of this subsection which require air carriers to provide safe service, equipment and facilities in connection with air transportation;

(iv) Subsection 404 (b);

(v) Subsection 405 (e);

(vi) Subsection 407 (b);

(vii) Section 408;

(viii) Subsection 409 (a); and

(ix) Section 412.

(2) **Duration.** The temporary exemption from any provision of Title IV of the Act provided by this paragraph (c) shall continue in effect only until such time as the Board shall find that enforcement thereof would be in the public interest or would no longer be an

undue burden on the Small Irregular Carriers; provided, that upon such a finding as to any Small Irregular Carrier or Class of Small Irregular Carriers, such exemption shall to that extent terminate with respect to such carrier or class of carriers.

(3) **Approval of certain interlocking relationships.** To the extent that any officer or director of a Small Irregular Carrier would, without prior approval of the Board, be in violation of any provisions of subsection 409(a) of the Civil Aeronautics Act of 1938, as amended, by reason of any interlocking relationship directly involving such Small Irregular Carrier, such relationship is hereby approved.

(4) **Effect on other statutes.** The temporary exemption hereinabove granted from section 408, 409(a) and 412 shall not constitute an order made under such sections within the meaning of section 414, and shall not confer any immunity or relief from operation of the "antitrust laws," or any other statute (except the Civil Aeronautics Act of 1938, as amended), with respect to any transaction, interlocking relationship or agreement otherwise within the purview of such section.

(5) **Conditions to exercise of temporary exemption privilege.**

(i) **Necessity for Letter of Registration.** No person shall exercise the temporary exemption privilege conferred by this paragraph (c) unless there is in effect with respect to such person a Letter of Registration issued by the Board, acknowledging that such person has been duly registered with the Board as a Small Irregular Carrier under the provisions of §292.1 of the Economic Regulations, as amended, relating to irregular air transportation. Any Small Irregular Carrier which holds a Letter of Registration issued to it, and not revoked or cancelled, prior to May 20, 1949, is not required to obtain another Letter of Registration.

(ii) **Prohibition against combined operations.** No Small Irregular Carrier shall make or maintain any agreement or arrangement with any other air carrier or air carriers with respect to the conduct of air transportation services which, if conducted by a single carrier, would take it out of the classification of an Irregular Air Carrier as set forth above.

(6) **Letters of Registration.**

(i) **Issuance of Letter of Registration.** Except as provided in subparagraph (ii) hereof, upon the filing of proper application therefor, the Board will issue to any Small Irregular Carrier a Letter of Registration. Such application shall be certified as correct by a responsible official of such carrier, and shall contain the following information: (a) date; (b) name of carrier; (c) mailing address; (d) location of principal operating base; (e) if a corporation, the place of incorporation, the name and citizenship of officers and directors and a statement that at least 75 per centum of the voting interest is owned or controlled by persons who are citizens of the United States or of one of its possessions; (f) if an individual or partnership, the name and citizenship of owners or partners; (g) the types and numbers of each type of aircraft utilized in air transportation. Such application shall be submitted in duplicate in letter form or on CAB Form No. 2789, which is available on request for the convenience of applicants.

(ii) **Restrictions on issuance of Letter of Registration.** An application filed pursuant to subparagraph (i) hereof will be denied and no Letter of Registration as a Small Irregular Carrier will be issued to an applicant which has, or proposes to have, as owner, partner, officer, director, or stockholder holding a controlling interest, any person who was or is connected in any such capacity with any Irregular Air Carrier, Non-certificated Cargo Carrier or Air Freight Forwarder, if the Letter of Registration or exemption privilege of such carrier or forwarder was suspended or revoked by the Board on account of acts or omissions which occurred during the time of such connection, unless it has been shown to the Board by such applicant, and the Board finds, that the public interest and applicant's intention and ability to conform to the provisions of the Act and requirements thereunder will not be adversely affected by such relationship or former relationship. For the purpose of carrying out the intent of this provision, the Board may, before or after the issuance of a Letter of Registration, require the applicant to furnish information in addition to that required to be set forth in its application filed pursuant to subparagraph (i) hereof.

(iii) **Effective period.** Each Letter of Registration of a Small Irregular Carrier shall become effective only upon the date specified therein and shall continue in effect until suspended, revoked, or cancelled, or until the temporary exemption privilege conferred by this paragraph (c) shall terminate or otherwise cease to be effective with respect to such Small Irregular Carrier, whichever occurs first.

(iv) **Nontransferability of Letter of Registration.** A Letter of Registration shall be nontransferable and shall be effective only with respect to the person or persons named therein.

(v) **Suspension of Letter of Registration.** Letters of Registration shall be subject to immediate suspension when, in the opinion of the Board, such action is required in the public interest. Letters of Registration shall be further subject to suspension, without hearing or other proceedings, for continuing failure to file tariffs or reports as required by provisions of the Act or any order, rule or regulation issued thereunder, after not less than 10 days notice to the Small Irregular Carrier within which to comply with such requirement. Such suspension shall continue until the Board finds that such suspended carrier has complied with or submitted satisfactory evidence and assurance that it will comply with the provisions of the Act or such rules, regulations or orders. Failure to seek reinstatement of a Letter of Registration suspended pursuant to the provisions of this subparagraph within a period of 60 days after notice to the carrier of such suspension shall automatically terminate all rights under such Letter of Registration; provided, that if the case of a Letter of Registration suspended prior to May 20, 1949, failure to seek reinstatement of such Letter of Registration, prior to July 20, 1949, shall automatically terminate all rights under such Letter of Registration.

(vi) **Revocation of Letter of Registration.** Letters of Registration shall be subject to revocation, after notice and hearing, for know-

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ing and willful violation of any provisions of the Act or of any order, rule, or regulation issued under any such provision or of any term, condition, or limitation of any authority issued under said Act or regulations, or for any cause which, at the time of revocation, would justify the Board in refusing to issue to the holder of such Letter a like Letter.

(vii) **Cancellation of Letter of Registration.**

(a) The Letter of Registration of any Small Irregular Carrier shall be cancelled without prejudice upon the filing by such carrier of a written request for cancellation; provided, that the Board may refuse to grant such request if any proceeding or action is pending in which the Small Irregular Carrier's Letter of Registration may be subject to suspension or revocation.

(b) In any case in which the Board has reason to believe that a Small Irregular Carrier has ceased to operate pursuant to the temporary exemption privilege conferred by this paragraph (e), the Board may, by registered letters mailed to the carrier at its last known address and to the designated agent of such carrier, if any, request such carrier to advise the Board, within 60 days after receipt thereof, whether such carrier wishes to continue such operations or to have its Letter of Registration cancelled. Failure to reply within a period of 60 days after receipt thereof, or return of such letters unclaimed, shall automatically terminate all rights under such Letter of Registration.

(d) **Large Irregular Carriers.**

(1) **Exemptions.** Except as otherwise provided in this section, each Large Irregular Carrier, falling within the classification above, shall be temporarily exempt from the following provisions of Title IV of the Civil Aeronautics Act of 1938, as amended:

(i) Subsection 401(a);

(ii) Subsection 404(a); provided, however, that each such Large Irregular Carrier shall abide by those provisions of this subsection which require air carriers to provide safe service, equipment and facilities in connection with interstate and overseas air transportation; and to establish, observe and enforce just and reasonable individual rates, fares and charges and just and reasonable classifications, rules, regulations and practices relating to such air transportation.

(iii) Subsection 405(e).

(2) **Duration.** The temporary exemption conferred by this paragraph (d) shall terminate and cease to be effective with respect to each Large Irregular Carrier at 12:01 a.m., E.S.T., on June 29, 1949; provided, that any such Large Irregular Carrier which before such time has on file with the Board pursuant

to section 416(b) of the Act an application for an individual exemption from Title IV of the Act extending to all or part of the air transportation which such Large Irregular Carrier is authorized to perform as of June 19, 1949, pursuant to the temporary exemption conferred by this paragraph (d), may continue, except during any such time as its Letter of Registration may be suspended, to exercise such privilege until, but only until, the date specified in the Board's order finally disposing of its application for individual exemption, or until its Letter of Registration is revoked or cancelled, whichever shall be earlier. Suspension of the Letter of Registration of a Large Irregular Carrier shall not render such carrier ineligible to file an application for individual exemption hereunder.

(3) **Condition to exercise of temporary exemption privilege.** No person shall exercise the temporary exemption privilege conferred by this paragraph (d) unless there is in effect with respect to such person a Letter of Registration issued by the Board, acknowledging that such person has been duly registered with the Board as a Large Irregular Carrier under the provisions of 1392-1 of the Economic Regulations, as amended, relating to irregular air transportation.

(4) **Nontransferability of Letter of Registration.** A Letter of Registration shall be nontransferable and shall be effective only with respect to the person or persons named therein.

(5) **Suspension of Letter of Registration.** Letters of Registration shall be subject to immediate suspension when, in the opinion of the Board, such action is required in the public interest.

(6) **Revocation of Letter of Registration.** Letters of Registration shall be subject to revocation, after notice and hearing, for knowing and willful violation of any provisions of the Act or of any order, rule, or regulation issued under any such provisions or of any term, condition or limitation of any authority issued under said Act or regulations.

(7) **Cancellation of Letter of Registration.**

(i) The Letter of Registration of any Large Irregular Carrier shall be cancelled without prejudice upon the filing by such carrier of a written request for cancellation; provided, that the Board may refuse to grant such request if any proceeding or action is pending in which the carrier's Letter may be subject to suspension or revocation.

(ii) In any case in which the Board has reason to believe that a Large Irregular Carrier has ceased to operate pursuant to the temporary exemption conferred by this paragraph (d), the Board may, by registered letters mailed to the carrier at its last known

address and to the designated agent of such carrier, if any, request such carrier to advise the Board, within 60 days after receipt thereof, whether such carrier wishes to continue such operations or to have its Letter of Registration cancelled. Failure to reply within a period of 60 days after receipt thereof, or return of such letters unclaimed, shall automatically terminate all rights under such Letter of Registration.

(8) **Interlocking Relationships.** If an application by any Large Irregular Carrier for approval of an interlocking relationship in existence on May 20, 1949, and heretofore exempt from the provisions of section 409(a) is filed with the Board on or before June 20, 1949, such carrier may retain the officer, director, member or stockholder involved in such relationship pending final disposition by the Board of said application, and such relationship is hereby approved pending such final disposition.

(9) **Operational limitations for Large Irregular Carriers.** Large Irregular Carriers shall not engage in the foreign air transportation of persons, and are not granted any exemption by this regulation from the provisions of the Civil Aeronautics Act of 1938, as amended, with respect to such foreign air transportation of persons.

(e) **Non-Applicability.** This section shall not apply to any air carrier authorized by a certificate of public convenience and necessity to engage in air transportation, to Alaskan Air Carriers, to operations within Alaska, or to any noncertificated air carrier engaged in air transportation pursuant to special or individual exemption by the Board or pursuant to exemption created by any other section of the Economic Regulations.

(f) **Separability.** If any provisions of this section or the application thereof to any air transportation, person, class of persons, or circumstances is held invalid, the remainder of the section and the application of such provisions to other air transportation, persons, classes of persons, or circumstance shall not be affected thereby.

(g) **Past Violations.** All those provisions of this section in effect prior to this amendment which are included in the amendment without substantial change are hereby affirmed and continued in effect and all such provisions are intended to speak from the time of their first enactment. All references to violations of the Board's Regulations include any violations at any time of the provisions of this section as then in effect, and this amendment shall in no way affect any pending enforcement proceeding or action, or any enforcement action taken subsequent to the effective date of this amendment with respect to violations which occurred prior to such effective date.

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HAVE you your copy of the Air Freight Forwarder Regulations handy? (See *Air Shippers' Manual in the October, 1948, AT.*) Important changes have been made as the result of amendments to Sections 292.6 and 301.2.

Section 292.6, items (2), (5), (8), and (10), of subparagraph (e) (2), has been amended to read:

- (e) Letters of Registration. . . .
- (2) Application for Letter of Registration. . . .

"(2) name of air freight forwarder: . . .

(5) if a corporation, the state of incorporation, the name and citizenship of officers and directors, and a statement that at least 75 percent of the voting interest is owned or controlled by persons who are citizens of the United States or one of its possessions: . . .

(8) a financial statement showing assets and liabilities as of a date not exceeding 6 months prior to the date of filing the application, and a statement showing the types and amounts of insurance, which is in force for the protection of the forwarder's customers, and the public and the name or names of the insurers: . . .

(10) the information required in a "Report of Ownership of Stock" (CAB Form 2786; available from the Board's Publications Section) with respect to each officer and director, if a corporation or association; with respect to each partner or member, if a partnership; or with respect to the owner, if the business is conducted by an individual: . . .

The following new paragraph to the section entitled, *Delegations of Authority* (formerly 301.2), has been added:

(1) Director, Bureau of Economic Regulation—Preliminary action—Letters of Registration, Air Freight Forwarders—Prohibited interests.

(1) The Director, Bureau of Economic Regulation (or such staff member of the Bureau of Economic Regulation as he may designate), acting with the concurrence of the General Counsel (or such staff member of the Bureau of Law as he may designate) on legal aspects, is authorized to take preliminary action (including preliminary action under §292.6(e)) (5) of the Economic Regulations) to approve any application for a Letter of Registration filed pursuant to §292.6 of the Economic Regulations.

(2) The Director, Bureau of Economic Regulation (or such staff member of the Bureau of Economic Regulation as he may designate), acting with the concurrence of the General Counsel (or such staff member of the Bureau of Law as he may designate) on legal aspects, is authorized to take preliminary action to approve prohibited relationships pursuant to §292.6(e)(6) of the Economic Regulations.

(3) The Director, Bureau of Economic Regulation (or such staff member of the Bureau of Economic Regulation as he may designate), acting with the concurrence of the General Counsel (or such staff member of the Bureau of Law as he may designate) on legal aspects, is authorized to advise applicants for Letters of Registration—Air Freight Forwarder and applicants for the approval of a relationship under §292.6(e)(6), in cases where disapproval is deemed appropriate, that the information set forth in the application does not warrant a staff recommendation of approval and that the applicant may either (i) withdraw the application, (ii) submit further information, (iii) seek Board review, or (iv) request a hearing with respect to such application prior to final action.

Other news of the industry:

Sun Transporters, Inc.: A through truck and air service between the United States and Cuba and Venezuela has been inaugurated, according to an announcement made by Franklyn I. Sheps, president. A freight collect and COD service also has been introduced; this eliminates sight drafts, letters of credit, and payment in advance. Latest additions to the Sun staff are: Luis Ralph Gaztúa, formerly

vice-president of Expreso Aereo Inter-Americano, S. A., now serving Sun as general manager; and H. H. McAndrews, formerly with Puerto Rico Express, traffic manager.

Air Express International: William F. Muller, president, recently announced

the appointment of Daniel J. Alksne, until recently president of the Fast Air Service Transport Company, Inc., as special representative in San Francisco. Assisting Thomas B. Eastland, Jr., regional manager, he will represent the Surface Freight Corporation as well as AEI. Alksne is a



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veteran of both the RCAF and USAF. Before the war he served with the State Board of Equalization of California and the California Highway Patrol.

Customs Brokers and Forwarders Association of America, Inc.: Martin A. Kerner, of Heemsoth-Kerner Corporation, has been reelected to his third term as president. Vice presidencies went to James M. Nealon, of Daniel F. Young, Inc., and Harry M. Moran of Aero Sea Shipping Company. Walter S. Easterly, of C. J. Holt and Company, and Mort L. Van Riper, of D. C. Andrews and Company, were elected secretary and treasurer, respectively. Also named were the following directors: William I. Freedman of Freedman and Slater; William R. Keating and H. S. Dorf, of the companies bearing their names; Walter J. Mercer, of Hudson Shipping Company; and Charles Riott, of M. J. Corbett and Company.

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DOMESTIC AIR PARCEL POST RATES

Zone	First pound over 8 ounces	Additional pounds
Cents	Cents	Cents
1 and 2	55	4
3	60	5
4	65	6
5	70	7
6	75	8
7	80	9
8	85	10

Weight	Zones 1 and 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—							
1 pound	\$0.55	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80
2 pounds	.59	.63	.67	.71	.75	.75	.80
3 pounds	.63	.67	.71	.75	.79	.79	.84
4 pounds	.67	.71	.75	.79	.83	.83	.88
5 pounds	.71	.75	.79	.83	.87	.87	.92
6 pounds	.75	.79	.83	.87	.91	.91	.96
7 pounds	.79	.83	.87	.91	.95	.95	1.00
8 pounds	.83	.87	.91	.95	.99	.99	1.04
9 pounds	.87	.91	.95	.99	1.03	1.03	1.08
10 pounds	.91	.95	.99	1.03	1.07	1.07	1.12
11 pounds	.95	.99	1.03	1.07	1.11	1.11	1.16
12 pounds	.99	1.03	1.07	1.11	1.15	1.15	1.20
13 pounds	1.03	1.07	1.11	1.15	1.19	1.19	1.24
14 pounds	1.07	1.11	1.15	1.19	1.23	1.23	1.28
15 pounds	1.11	1.15	1.19	1.23	1.27	1.27	1.32
16 pounds	1.15	1.19	1.23	1.27	1.31	1.31	1.36
17 pounds	1.19	1.23	1.27	1.31	1.35	1.35	1.40
18 pounds	1.23	1.27	1.31	1.35	1.39	1.39	1.44
19 pounds	1.27	1.31	1.35	1.39	1.43	1.43	1.48
20 pounds	1.31	1.35	1.39	1.43	1.47	1.47	1.52
21 pounds	1.35	1.39	1.43	1.47	1.51	1.51	1.56
22 pounds	1.39	1.43	1.47	1.51	1.55	1.55	1.60
23 pounds	1.43	1.47	1.51	1.55	1.59	1.59	1.64
24 pounds	1.47	1.51	1.55	1.59	1.63	1.63	1.68
25 pounds	1.51	1.55	1.59	1.63	1.67	1.67	1.72
26 pounds	1.55	1.59	1.63	1.67	1.71	1.71	1.76
27 pounds	1.59	1.63	1.67	1.71	1.75	1.75	1.80
28 pounds	1.63	1.67	1.71	1.75	1.79	1.79	1.84
29 pounds	1.67	1.71	1.75	1.79	1.83	1.83	1.88
30 pounds	1.71	1.75	1.79	1.83	1.87	1.87	1.92
31 pounds	1.75	1.79	1.83	1.87	1.91	1.91	1.96
32 pounds	1.79	1.83	1.87	1.91	1.95	1.95	2.00
33 pounds	1.83	1.87	1.91	1.95	1.99	1.99	2.04
34 pounds	1.87	1.91	1.95	1.99	2.03	2.03	2.08
35 pounds	1.91	1.95	1.99	2.03	2.07	2.07	2.12
36 pounds	1.95	1.99	2.03	2.07	2.11	2.11	2.16
37 pounds	1.99	2.03	2.07	2.11	2.15	2.15	2.20
38 pounds	2.03	2.07	2.11	2.15	2.19	2.19	2.24
39 pounds	2.07	2.11	2.15	2.19	2.23	2.23	2.28
40 pounds	2.11	2.15	2.19	2.23	2.27	2.27	2.32
41 pounds	2.15	2.19	2.23	2.27	2.31	2.31	2.36
42 pounds	2.19	2.23	2.27	2.31	2.35	2.35	2.40
43 pounds	2.23	2.27	2.31	2.35	2.39	2.39	2.44
44 pounds	2.27	2.31	2.35	2.39	2.43	2.43	2.48
45 pounds	2.31	2.35	2.39	2.43	2.47	2.47	2.52
46 pounds	2.35	2.39	2.43	2.47	2.51	2.51	2.56
47 pounds	2.39	2.43	2.47	2.51	2.55	2.55	2.60
48 pounds	2.43	2.47	2.51	2.55	2.59	2.59	2.64
49 pounds	2.47	2.51	2.55	2.59	2.63	2.63	2.68
50 pounds	2.51	2.55	2.59	2.63	2.67	2.67	2.72
51 pounds	2.55	2.59	2.63	2.67	2.71	2.71	2.76
52 pounds	2.59	2.63	2.67	2.71	2.75	2.75	2.80
53 pounds	2.63	2.67	2.71	2.75	2.79	2.79	2.84
54 pounds	2.67	2.71	2.75	2.79	2.83	2.83	2.88
55 pounds	2.71	2.75	2.79	2.83	2.87	2.87	2.92
56 pounds	2.75	2.79	2.83	2.87	2.91	2.91	2.96
57 pounds	2.79	2.83	2.87	2.91	2.95	2.95	3.00
58 pounds	2.83	2.87	2.91	2.95	2.99	2.99	3.04
59 pounds	2.87	2.91	2.95	2.99	3.03	3.03	3.08
60 pounds	2.91	2.95	2.99	3.03	3.07	3.07	3.12
61 pounds	2.95	2.99	3.03	3.07	3.11	3.11	3.16
62 pounds	2.99	3.03	3.07	3.11	3.15	3.15	3.20
63 pounds	3.03	3.07	3.11	3.15	3.19	3.19	3.24
64 pounds	3.07	3.11	3.15	3.19	3.23	3.23	3.28
65 pounds	3.11	3.15	3.19	3.23	3.27	3.27	3.32
66 pounds	3.15	3.19	3.23	3.27	3.31	3.31	3.36
67 pounds	3.19	3.23	3.27	3.31	3.35	3.35	3.40
68 pounds	3.23	3.27	3.31	3.35	3.39	3.39	3.44
69 pounds	3.27	3.31	3.35	3.39	3.43	3.43	3.48
70 pounds	3.31	3.35	3.39	3.43	3.47	3.47	3.52

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American: Cameras, Furs

E. Leitz and Company, of New York City, United States distributors of the famous German Leica cameras, has found insurance costs on its cargo shipments greatly reduced since switching from surface transportation to American Overseas Airlines air cargo. The problem which used to confront the Leitz company when it shipped by boat was pilferage of the valuable cargo in Germany. The longer the cameras had to stay on the docks to await loading, the greater the loss.

Facing an almost certain loss on part of the cargo, the company had to pay very high insurance rates. Switching to AOA air cargo, Leitz found that the cameras could stay locked in the warehouse until shortly before departure of the plane. Complete security measures were provided for the cargo's transportation to the airport. It was loaded immediately and the plane departed. With pilferage loss cut to nothing, the high insurance rates were drastically cut.

Use of AOA air cargo has resulted in insurance savings in the shipment of furs. Among the largest shippers of furs is Joseph Liebergall Company, of New York City. Importer of fine raw skins, the company has large seasonal shipments to the United States from Sweden and from London in the spring and early summer following the Hudson Bay Sales.

Insurance rates were figured on a per

diem basis. Although the rates were more by air, the great reduction in transit time cut considerably the overall insurance charge.

BOAC: Valuable Cargo

Air cargo insurance is the cheapest form of insurance in the transportation field. Normally, air cargo insurance covers against all risks of physical loss or damage from any external cause whatever, except those arising directly or indirectly from war risks, strikes, riots, hostilities, or legal seizures, or delay or inherent vice. Normal air cargo insurance rates can be as low as seven cents per \$100 for shipments from New York to Bermuda and rising to 33 cents per \$100 to destinations in South Africa or the Far East. A shipment containing one or more of the following named items is considered as "valuable cargo" in the assessment of insurance premiums and consequently a lower insurance rate per \$100 applies to this type of cargo:

Gold and silver bullion, coin, dust, precipitates, or any form of uncoined gold and silver;

Platinum and other precious metals; Precious and semi-precious including industrial diamonds;

Jewelry of any kind valued at \$90 or over per gross pound;

Currency of any nationality;

Securities, stocks, bonds, certificates,

etc., or any form of negotiable paper.

Using the same destinations as examples insurance rates for valuable cargo would range from six cents per \$100 to 25 cents per \$100.

KLM: Less Risk

Careful and thorough research by both air carriers and insurance companies has been carried out since the inauguration of air transportation in the passenger as well as in the cargo field. Important progress was made when life insurance companies abolished extra premiums for the inclusion of air travel in their regular life insurance policies and transportation insurance companies did the same for air transportation in their open cargo policies.

Further research proved that air cargo transportation with its speed and impossibility of theft and pilferage, once the cargo is loaded in the airplane, offers a risk which in most cases can be covered at a lower premium than surface transportation.

All air carriers offer the facility to shippers to insure their air cargo at these low premiums against all normal risks, from door to door, by simply requesting this in the airwaybill; no complicated application forms or lengthy policies are required.

Shippers often think that they are insured through payment of valuation

charges, which definitely is not the case. Under certain circumstances, the air carriers are liable for loss or damage during air transport, as determined and limited to a fixed amount per kilogram in the Convention of Warsaw, relating to international carriage by air. However, through declaring a higher value and payment of the applicable valuation charges, the shipper may recover a higher amount than the limit fixed in the Warsaw Convention, but *only* in the case the air carrier is liable according to this Convention. A valuation charge is a transportation charge and no insurance premium.

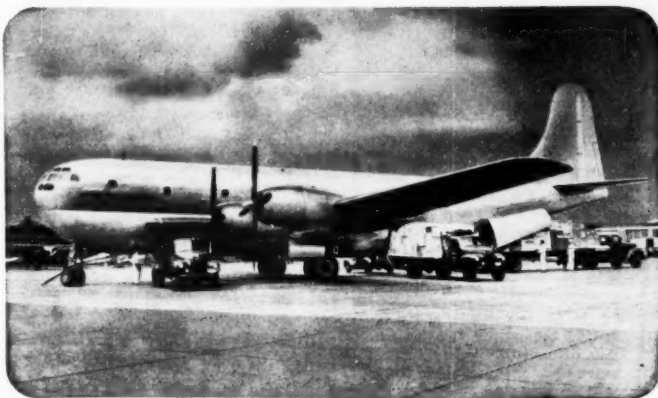
National: Tobacco

Planeloads of wrapper tobacco from Cuban plantations to Tampa's cigar industry are brought in by National Airlines' cargo fleet at considerable saving on total shipping costs. While air transportation rates are higher, comparative insurance rates via air and via water are an important factor in keeping down total air shipment costs. Insurance rates by air are six cents per \$100 valuation, but jump almost three times as much when shipped by water carrier.

Unlike the coarser "filler" tobacco, wrapper tobacco goes into the outer wrapping of cigars and is highly perishable and fragile, requiring careful handling. As fine as paper, wrapper tobacco will crumple readily if it becomes too dry due to heat in transit. If the bales are handled roughly, the tobacco will break. Insurance claims have remained at a minimum on the tons of wrapper type tobacco now moving without damage over National's international air route.

Another reason for wrapper tobacco shippers turning to air cargo is due to tobacco's tendency to pick up odors. If carried with some commodity with a strong odor, such as fish, the value of the tobacco is ruined by loss of its own particular highly-prized aroma. The

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Northeast: Drugs

To explain the influence of air cargo on insurance costs, we must review Air Shipping Lesson No. 1. As readers recall, this lesson was devoted to speed. Speed is primarily the basic advantage of air cargo in all its phases.

Let's say there's a wholesale dealer of drugs and medicines in Presque Isle, Maine. He supplies the surrounding area with these vital products. It is no longer necessary for this wholesaler to carry in stock the volume of material formerly necessary to ensure the availability of his products at all times. New supplies can now be ordered from the manufacturers and delivered by air at frequent intervals.

It can readily be seen, therefore, that where in former days he was obliged to carry heavy insurance on volumes held in stock, he may now reduce this volume considerably and still be assured of giving his area the service expected of him.

Pan Am: Air vs. Marine

Air cargo insurance rates are only fractions of a percent as compared with marine insurance rates. Why do underwriters insure at such a low premium when cargo moves by air? A few reasons are:

- Handling is reduced to a minimum.
- Pilferage and rifling are practically non-existent.
- Short time in transit prevents spoilage.
- Tracing may be secured in a matter of hours.
- One carrier service for the majority of shipments.
- No port congestions, or lack of warehouse space.

A shipment of streptomycin valued at \$8,000, shipped from New York to Cali, Colombia, by air cargo is insured at a rate of 15 cents for each \$100 of declared value; the estimated marine insurance rate varies between \$1.15 to \$3.00 per \$100.

A consignment of radios for Shanghai valued at \$12,400 is insured at a rate of 20 cents for each \$100 of declared value, whereas the estimated marine rate is between \$1.65 to \$4.00 for the same coverage.

Due to the expert handling demonstrated by air transportation, there are only a few commodities that are not covered under the all-risk open policy, whereas under marine insurance, rates are loaded in many cases due to the nature of the commodity.

Scandinavian: Savings

Although the cargo rate structure of the international airlines is considerably higher than the corresponding rate structure of surface carriers, there are several other factors incident to the cost of transporting goods which must be considered when one is comparing the total cost of shipping by air with the total cost by surface means. These factors frequently vary in magnitude with the mode of transportation, air or surface. In certain instances one, or a combination of several, of these factors, considered in conjunction with the respective rate structures, act to make the total cost of shipping by air equal to, and in some cases even less, than the total cost of shipping by surface means. One such factor is insurance cost.

For several reasons the cost of insurance is generally lower for air shipments than for surface shipments of like kind being transported between the same points. A partial list of such reasons follows:

1. Shipping by air means less time in transit with transshipments, if any, effected more quickly which results in less possibility for pilferage.

2. Air shipments are usually stowed manually instead of by mechanical means, i.e., cranes, etc., which provides less chance of breakage.

3. The principle of General Average does not apply to air shipments.

A good example of a commodity which has benefited by the lower insurance cost of air shipping is fur skins imported into the United States from the Baltic Area. Quotations received from several sources indicate that the average insurance rate for importing fur skins from the Baltic Area by surface means is about one per cent, whereas the insurance rate when carried by air is about one-fifth of one per cent. On the basis of these quotations, a shipment valued at \$50,000 would have to bear \$400 more in insurance charges when moved by surface than by air. Such a saving would go far to make up for the difference between air and surface cargo rates. This saving in insurance cost is one of the factors responsible for the steadily increasing fur skin traffic which is moving by air.

TWA: Silk Textiles

A recent shipment of silk textiles sent as TWA cargo from Milan, Italy, to a New York importer provided the latter with a saving of \$90.00 on his insurance premium alone, in addition to his other actual dollar savings.

For example, the shipment, valued at \$5,000 would have cost the shipper or the purchaser two percent of the

value of \$100 to insure the shipment for all risks from Milan to New York if same had been transported by surface carriers. The same shipment carried by TWA at the rate applied amounted to two percent of the value or \$10.

Shippers often overlook this actual savings when they are required to route shipments, for they are prone to compare only transportation rates of one mode of transportation against another neglecting to take into consideration the benefits of one service against another. In a nutshell, the quicker a product is transferred from a manufacturer or producer machine to the ultimate purchaser, lower costs are involved. Additional insurance premiums send costs of a product up when merchandise must be put in storage before and after sales are made by either the seller or the buyer, the importer or exporter.

The insurance provided shippers by TWA extends coverage from the time of receipt of shipments by TWA until delivery is accomplished to the ultimate consignees as named on the air waybills: i.e., a shipment accepted by TWA in San Francisco which is consigned to a Mr. Smith at a destination in some other part of the world which can be reached only by a combination of air, rail, river boat, and caravan train is protected by TWA's insurance until Mr. Smith actually receives the shipment.

United: Machinery

Insurance companies that indemnify for production losses are keenly aware of the speed and efficiency of air cargo. Shipments of machinery and vital parts via plane save insurers thousands of dollars annually. These savings in turn are ultimately reflected in premiums.

Typical of how United Air Lines' *Cargoliners* help to reduce insurance costs is a recent case in which a rectifier broke down at a coal mine. The rectifier controlled all the electric power for operating the mine, which was forced to shut down. The mine was insured at the rate of \$3,000 for each 24 hours it remained closed.

Eager to replace the rectifier in the shortest possible time, the insurance firm found that the manufacturer in Milwaukee could turn out the parts piecemeal within four days. Daily shipments by surface carriers would require a span of six days. Air freight was the obvious answer.

On four successive days the parts were picked up in Milwaukee and shipped via *Cargoliners* in a matter of several hours. On the fifth day the mine was ready to resume production. Air freight had clearly enabled the insurance company to save \$6,000.



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THAT DECISION IN WASHINGTON

(Continued from Page 12)

As their losses continue, they will undoubtedly seek assistance from the RFC, and will urge the fact that they have been certificated by CAB as a reason why they should be given sympathetic consideration by a sister agency. If successful (with that sister agency), they will then have the blessings of two Government agencies and will subsequently use this as an argument why they should be supported by mail subsidies."

Facts Overlooked

It is difficult for me to go along with this line of reasoning. I can offer no guarantee that one or all of the four will not approach the RFC for a loan, nor can I vouch for the fact that they will forever shun the carriage of mail. But there are a number of glaring truths which Messrs. Lee and Jones apparently have overlooked:

- It is wrong to presuppose that necessary expenditures in a formative period will continue indefinitely.

- They have not taken into account the effects of rate wars.

- They establish no basis on domestic air freight potentials. The last one, issued in December, 1948, by the Civil Aeronautics Administration, states: "Fifty major industrial areas and metropolitan districts, which play a dominant role in the American economy, will account for 76 percent of all generated and for 55 percent of all terminated domestic air cargo tonnage. By 1955 they will generate approximately 378,600 tons of air cargo moving approximately 878,600,000 ton-miles, and will receive approximately 640,000 tons of air cargo." In effect, they operate on the theory that the industry has reached its potential and will level off.

- They have not taken into consideration that, up to now, these airlines have not been permitted to promote and advertise their services to the degree desired.

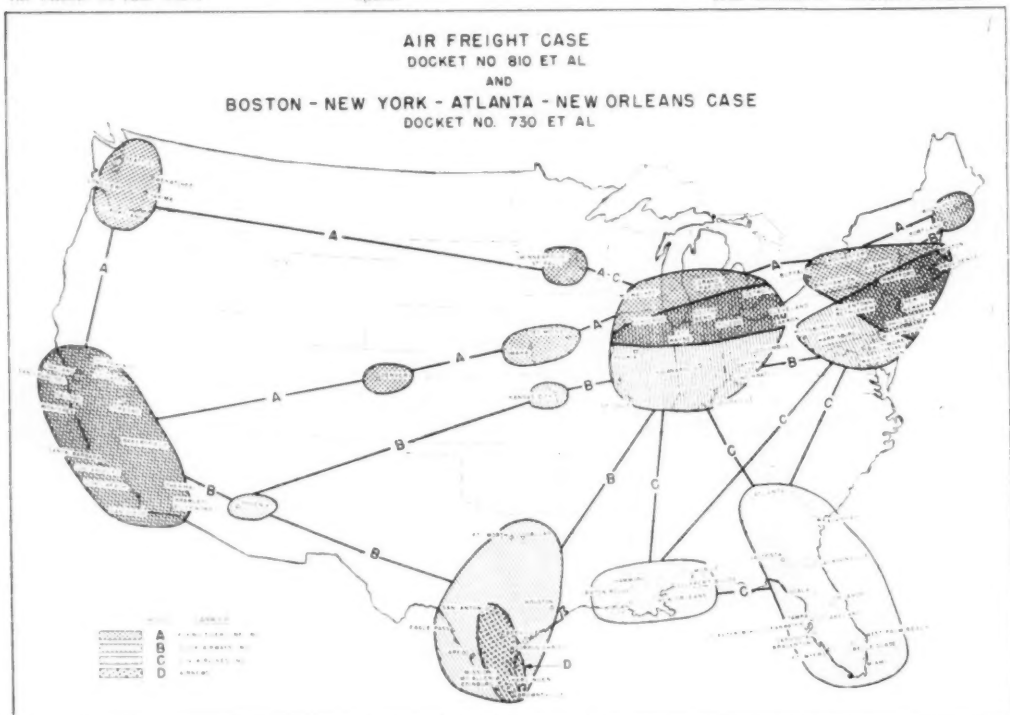
- They do not recognize that an expanded national system of air freight transportation, including all-freight and passenger-freight carriers, will in itself give a tremendous boost to air shipping. Availability attracts volume. This has been demonstrated over and over again.

It is wrong to view the merits of the question from the particular standpoint of either an all-cargo line or a passenger line. What we must determine—and this, in part, has been done by the CAB—is that which is best for the nation. How well will the public be served? How well will our economy be served? How well will national defense be served? I can see no danger in the certification of the four cargo carriers—certainly not when, during the period of their own birth and development, the passenger lines' cargo services reached new heights.

Record Highs

The Flying Tigers, then known as the National Skyway Freight Corporation, inaugurated cargo operations in the Summer of 1945. U. S. in December of the same year, and Slick in the early Spring of 1946. Let's look at the scheduled domestic airlines' cargo (express and freight, excluding mail) scoreboard for the years 1945 through 1948:

	Express Ton- Miles	Freight Ton- Miles
1945	21,793,432	1,403,420
1946	23,788,392	14,822,325
1947	28,766,659	35,911,554
1948 (estimated)	30,637,879	69,023,000



Certificated Air Cargo Lines' Routes

1. Flying Tiger Line, Inc.: (a) The terminal point Los Angeles, the intermediate points Bakersfield, Brawley, El Centro, Fresno, Long Beach, Oakland, Sacramento, Salinas-Monterey, San Diego, San Francisco, Santa Barbara, Stockton, and Thermal; (b) The intermediate points Longview, Portland, Seattle, Wenatchee, and Yakima; (c) The intermediate point Minneapolis-St. Paul; (d) The intermediate point Denver; (e) The intermediate points Des Moines and Omaha; (f) The intermediate points Akron, Chicago, Cleveland, Detroit, Fort Wayne, Grand Rapids, Milwaukee, South Bend, and Toledo; (g) The intermediate points Albany, Binghamton, Boston, Buffalo, Hartford, New York, Newark, Philadelphia, Providence, and Rochester; (h) The intermediate point Rockland and the terminal point Portland.

2. Slick Airways, Inc.: (a) The terminal point Los Angeles, and intermediate points Bakersfield, Brawley, El Centro, Fresno, Long Beach, Oakland, Sacramento, Salinas-Monterey, San Diego, San Francisco, Santa Barbara, Stockton, and Thermal; (b) The intermediate point Phoenix; (c) The intermediate points Brownsville, Corpus Christi, Eagle Pass, Fort Worth, Dallas, Houston, Laredo, Mission, and San Antonio; (d) The intermediate point Kansas City; (e) The intermediate points Akron, Chicago, Cincinnati, Cleveland, Columbus, Dayton, Detroit, Fort Wayne, Indianapolis, Louisville, Peoria, St. Louis, South Bend, and Toledo; (f) The intermediate points Allentown, Baltimore, Boston, Harrisburg, Hartford, New York, Newark, Philadelphia, Pittsburgh, Providence, Washington, and Wilmington; (g) The intermediate point Rockland and the terminal point Portland.

3. U. S. Airlines, Inc.: (a) The terminal point Miami, intermediate points Atlanta, Belle Glade, Fort Myers, Jacksonville, Lakeland, Ocala, Orlando, Sarasota Bradenton, Savannah, Tampa-St. Petersburg, Valdosta, and West Palm Beach; (b) The intermediate points Baton Rouge, Gulfport-Biloxi, Hammond, Mobile, Morgan City, and New Orleans; (c) The intermediate points Akron, Chicago, Cincinnati, Cleveland, Columbus, Dayton, Detroit, Grand Rapids, Indianapolis, Louisville, Milwaukee, South Bend, and Toledo; (d) The terminal point Minneapolis-St. Paul; and (e) Between the points in (a) and (b) and the intermediate points Albany, Allentown, Baltimore, Binghamton, Boston, Buffalo, Harrisburg, Hartford, Newark, Philadelphia, Pittsburgh, Providence, Rochester, Washington, and Wilmington, and the terminal point New York.

4. Airnews, Inc.: (a) Between the terminal point San Antonio, Texas, the intermediate point Beeville, and the terminal point Corpus Christi; and (b) Between the terminal point San Antonio, the intermediate points McAllen and Harlingen and the terminal point Brownsville, Texas.

The preceding indicates a record of real achievement in the face of stiff competition from the non-skids.

The Willis Case

I must confess that the CAB's refusal to grant a certificate to Willis is disappointing. The reason given is that the financial support of U. S. Airlines is stronger than Willis'. This writer's feelings concerning the merits of the decision *vis a vis* Willis should not be construed as critical of U. S. I certainly feel that the certification of U. S. was just and long past due. But I do believe that a certain amount of consideration should be given to one of the early pioneers of the industry—a truly GI outfit—which, with the others, had earned the examiner's recommendation. I don't know what Willis' bank balance is at this writing, but I am willing to wager dollars against doughnuts that if he'd have now a part of what he has spent as a result of all those Washington legal battles the financial picture would have been considerably cheerier.

The Board's decision has not settled the air freight picture. Seaboard and Western, operating across the Atlantic, is hamstrung by Section 292.1 of the Board's Economic Regulations as well as by the lethargic movements of the Board itself. For example, the S&W prehearing took place March 30, 1949

—after having been filed in July, 1947.

The forces working for and against S&W are a matter of record and are only too well known. But once more we come up against the question: Does the airline's operations perform a needed public service as well as to contribute to the national defense?

I have watched the airline in action in the States, and I have watched it here in Germany, in support of the airlift. My strong opinion is that S&W fills the bill easily and neatly.

Defense-Minded

In this city, only two hours by air from Berlin, one is acutely conscious of national defense. If it is not on your tongue, it is in the back of your mind. Hence, the impact of the CAB's decision. The only loophole is the implementation of this new thinking to give the United States a fully rounded system of cargo transportation by both the freight and passenger airlines.

The cargo business is looking up—not down. Competition of the right sort will do more for the industry as a whole—and, of course, the nation—than a system in which the plush business of carrying passengers is placed first. It is gratifying to note that some of the bigger passenger lines are now keenly aware that the future air transportation revenues will come principally from the carriage of cargo. Con-

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trast this with the following incident which took place about a year ago.

During a luncheon engagement with the publicity director of a certain ATA-member airline, I remarked on the fact that very little cargo news had been coming out of his office.

"I know you have a cargo program and all that," I said, "but why keep your activities under shrouds? What are your plans for the near future?"

"Not much," he admitted. "Keep my name out of this, but the truth is that the Big Boss still isn't sold on cargo."

Examination of this company's advertising and publicity program one year later indicates pretty much the same mentality. Actually, it was this type of widespread thinking that gave the non-keds their initial start.

Fortunately, this does not hold true for all members of ATA, as indicated earlier in this article. No doubt the new attitude will be contagious and everyone will go after that big air

freight potential hammer and tongs. They'll have to; it will be a matter of survival.

Now that the ice has been broken by the CAB, I believe the various pieces of the air cargo mosaic will fall into place in shorter time. It still is a period of trial and error, and obviously everyone cannot be satisfied at the same time. But as we strive to attain our full cargo potential, we must bear in mind that our military air cargo transport system can be only as strong as we make it—and that includes a top-notch commercial air cargo transportation network, long on performance and short on bickering. Think what you may, all those who have put wings on freight, be it Pan Am or Slick, American or Flying Tigers, are in the same boat.

A CAB certificate cannot guarantee performance, but performance rightly deserves a certificate.

THE END



John F. Budd, publisher of *Air Transportation* (right), greeted upon his arrival at Eglin Air Force Base, Florida, by Major General William E. Kepner, Commanding General, Air Proving Ground, Eglin. Budd was the only aviation publisher among a large group of 60 of America's top industrial leaders who took part in the recent 10-day Joint Orientation Conference at the invitation of Secretary of Defense Louis Johnson. The conference brought the picked group to the Pentagon in Washington; Eglin Air Force Base; Naval Base, Norfolk, Virginia; aboard the U. S. S. Midway; Eglin Air Force Base; and Fort Benning, Georgia. It was on that trip that Stephen Early, who attended the conference in his capacity as vice president, Pullman - Standard Car Manufacturing Company, received the news of his appointment as Under Secretary of Defense. Budd, in a subsequent newspaper interview, declared that he was "more than ever convinced that the United States needs a bigger and, if possible, better air cargo fleet" as an important measure of defense.

Why the Certificates were Issued.

In making public its decision in the Air Freight Case, which tentatively gave certificates to Slick Airways, Flying Tiger Line, U. S. Airlines, and Airnews, the Civil Aeronautics Board said, on the basis of the facts of record relating to traffic and air freight potential, "we conclude that even in the absence of unusual technical advances which would permit substantially lower rates, there is a potential domestic traffic for air freight of not less than one billion ton-miles annually. The realization of that potential and its translation into actual air freight traffic is, of course, subject to many variables, such as economic factors, individual effort, competitive action, etc."

It stated that while air freight is certain to assume an important place in future air transport operations, there are still many imponderables which can be resolved only as the result of experience upon the ultimate pattern of service that will best meet the need of the public in this field. "Any comparison of the costs of one mail carrier with those of another mail carrier, under the circumstances, has only a limited value," it said. The certification of additional property-only carriers will provide an important and useful yardstick of cost at a critical period in the development of the air freight business. Such carriers have fewer problems of allocation of cost and, in the absence of authority to carry mail, have every incentive to achieve low costs. We view the certificated period herein authorized (five years) as part of a developmental or test period which will supply evidence to chart the more distant future."

The Board pointed out that certification of unsubsidized all-cargo air carriers will require such carriers to bend all their efforts and all their abilities and skill to the full development of air freight, since they will not be able to rely on passenger operations or mail payments to furnish the greater portion of their revenues. To the extent that they succeed in such efforts, the Board continued, they will benefit the presently certificated air carriers and air transportation as a whole, and new methods and equipment and managerial improvements will be made available to the entire industry. The cargo carriers will provide a valuable yardstick for measuring the alertness and efficiency of other carriers of cargo, in addition to providing a valuable yardstick of costs.

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AIR CARGO EDITORIAL

(Continued from Page 7)

are likely to be "in" with him for a long time to come.

Finally, there is Rule 4, on giving plenty of attention to the small shipper. We have had a number of good experiences here at SABENA by following this rule. In one case, an exporter of plastic toys and novelties began with an occasional shipment of a package of samples weighing a few pounds. He wanted to be sure that each shipment was expedited, and wanted to know the approximate time his package of a few pounds would arrive at destination. He was given special handling all the way through. Satisfied with our service on his samples, this shipper began air-shipping the orders as they came in. From a few pounds, once in a couple of weeks, this satisfied shipper built up to approximately 500 pounds a week and the business is still going on.

Read these few suggestions or "rules" again. They say different things and yet they are all saying the same thing—maintain as completely personal contacts as you can. Our cargo business is growing steadily. The time may come when it will seem impossible to give that personal service to each shipper or forwarder, large and small. But it has worked so well in building up cargo business for us that we are sure going to have a try at keeping all those personal contacts.

THE END

FROM COFFEE HOUSE

(Continued from Page 10)

know that a broken contract, unless there is a good reason, would result in their expulsion from the Exchange.

To speak of air freight brokers is all the same a little premature. Of the 69 member firms on the roster of the Air Baltic, only very few are solely concerned with the air freight business. The majority is chiefly con-

cerned with shipping. Aircraft owners' brokers—that is to say brokers who exclusively represent air freight carriers—do not yet exist. And despite this, the turnover at the Air Baltic is considerable. Though rates and cargoes are not marked up on a board (in order to prevent rate cutting), and the Exchange consequently keeps no record of the amount of business transacted, a well-informed broker of one of the leading companies estimates that about 10 to 15 million ton-miles have been flown during the last six months on contracts negotiated through the Air Baltic.

Upon entering the Paris Air Freight Exchange it immediately strikes us that a much more official tone reigns than in London. Offers and rates are chalked up on large blackboards; there exist rules and regulations which involve simple warnings, strict warnings, and fines ranging from 1,000 to 50,000 francs; temporary and permanent expulsion from the Exchange. Moreover, all brokers admitted to the Paris Exchange jointly pledge to fulfill every individual contract. They all pay fees into a guarantee fund, which is administered by the Air Brokers' Asso-



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ciation (Syndicat National des Courtiers Argées près de la BFAP).

French stock exchanges have always worked under State supervision. Whereas shipping brokerage in Great Britain grew up as a free profession (this is also the case for Argentina, Belgium, Germany, Norway). French brokers have always been sworn in and endowed with State-ruled privileges and duties (for example, they have to keep a special register, etc.), which were introduced in order to protect the public interests. And this historical development is reflected in the organization of the youngest branch of French freight brokerage.

Contrary to BOAC, Air France, likewise the national airline company, is not a member of the Air Freight Exchange. And the most essential difference: the Paris BAEP is used for negotiating air freight contracts and charter parties, whereas only charter parties are negotiated through the Air Baltic. What exactly is a charter party?

We read of charter contracts and charter parties; we hear of charter companies and we charter aircraft. However, few people know the exact meaning of the word, and therefore frequently use it in the wrong sense. Its origin traces back to ancient times. The Latin "parta partita"—the divided

document—was a document which had been cut across in zigzag. Anybody who wanted to prove his rights thereby, had to show that the edge of his section matched exactly the edge of the section in the possession of the other party.

In a charter party in merchant shipping, the shipowner leases his ship or part of his ship's hold, and simultaneously pledges himself to transport the goods to the port of destination stated by the sender. The freight contract has nothing to do with the leasing of space on board a ship or an aircraft. The shipowner pledges himself only to transport the goods (in shipping, persons comes in the same legal category as goods).

As far as shipping is concerned, the charter party lost much of its former significance when steamships made their appearance. The big schedule lines refused to be governed by the conditions formulated by the owners of the consignments. Preferring to handle the goods in lots, they submitted their tariffs and business conditions to the merchants, and gradually seized a monopoly in the field, which even subsequent major economic crises have not been able to rupture.

This brings us to certain problematic aspects of the air freight exchange business. In certain circumstances, it can lead to unhealthy speculation.

It sometimes happened that merchants chartered sailboats with no intention of loading them and sending them on their way. They often wished merely to gain by the increase in freight rates, and therefore reserved the right to sub-charter the ship's hold, and had the ship sail at a suitable time with somebody else's goods on board.

A merchant could also speculate on a drop in freight rates, with the result that he would first negotiate contracts with the owners of the merchandise, and then charter the ship once the freight rates had sunk sufficiently low.

The final result was a business deal

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which had nothing in common with shipping, but was simply a sort of bet between the shipowner and the speculator. The shipowner had to pay the speculator if the rates dropped, and vice versa. In such transactions, it was more often than not that the slower-witted and financially less strong shipowner got a raw deal.

Meanwhile, we have no intention of pouring boiling oil on the Exchanges. There is no doubt that they can contribute greatly toward the development of the air freight business. We are also convinced that the forms of contract drawn up nowadays by the Air Baltic and the Paris Air Freight Exchange exclude all opportunities for unhealthy speculation. And it would be better for aviation if speculators held their distance.

The establishment of air freight exchanges is at present under discussion in Belgium and Holland. It is also said that Italian air freight operators have endeavored to obtain admission to the London Air Baltic. United States operators, however, are not attracted by the idea of air freight exchange. The American development aims toward a monopoly in scheduled civil air transport, the representatives of which conclude the same types of contract as the big steamship companies and compel the merchant to accept their conditions.

What benefits can the public expect to derive from air freight exchanges? To put it briefly, a more effective, rapid and therefore economic working of the air freight service; faster delivery of consignments, less formalities, and lower tariffs. At the present time, it is not possible to predict whether the exchanges will be successful in this direction. But a closer examination of the desires of the sender of consignments could do no harm, for after all it is he who will probably play the main part in the air freight game.

AIRBORNE SEAFOODS

(Continued from Page 14)

One of the most obvious conditions

related to the consumption of fresh fish is the distance barrier separating consumer from the source of supply. By the time one has traveled from Boston to Kansas City or Minneapolis, fresh fish consumption has dropped from 27.6 to 4.7 and 4.5 pounds per capita, respectively.

Under conventional methods of producing and marketing fresh fish it is evident that interior America is too far removed from commercial fisheries to be adequately supplied with uncompromisingly fresh seafood; and by the same token, species of fish which are indigenous to one seacoast or another are virtually unobtainable on the opposite border—while fresh water varieties which are found in the Great Lakes are similarly restricted in their opportunities for maximum exploitation.

These limitations have exercised a pronounced influence in the direction of diminished seafood consumption. There are, of course, other factors contributing to low consumption, such as a great-

er availability of non-fish protein in certain areas, characteristics of the population and cost of transportation.

Since the time-distance factor appears to have great bearing on distribution, quality and, ultimately, consumption, it must be given considerable weight in any formula employed in estimating potential consumption of fresh seafood. Moreover, it is the factor which can be overcome by air transport.

As a matter of fact, population centers of the interior are easily moved to positions comparable to those of the coastal urban areas if the airplane is chosen as the bridging instrument. Transporting fish by air to any major consumption center in the United States can be considered, on an average, to be the equivalent of an eight-hour journey by truck, or 200 miles.

For example, the population center of Newark and the state of New Jersey are ideally situated in respect to location. New Jersey's weighted geometric mean distance from the eight major

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fish production centers of the nation is only 267 miles. If only distance is to be considered, New Jersey might be expected to consume about 14.9 pounds of fresh fish per capita, as against 11.9 pounds estimated actual consumption.

Moreover, it might well be assumed that if air service would bring the fishery products of the Great Lakes, of the Gulf, the Pacific and of Alaska to New Jersey, this consumption still would be increased, while consumption from the New England, Middle and South Atlantic states would remain relatively the same or even decrease.

If the weighted increase is estimated to be about 41 percent, or about six pounds, the total per capita consumption which might be anticipated would come to about 21 pounds.

If all other states were moved thus into a correspondingly ideal location, the elimination of distance alone would increase the country's per capita consumption some 200 percent, or from an average of seven to 21 pounds.

However, the distance factor in the equation estimating actual consumption amounts to only 30 percent. Various other factors particularly population characteristics, account for the remainder. Therefore, in arriving at an optimum consumption by assuming that all population contingents could be moved into an idea coastal location comparable to that of New Jersey, the resultant increase over actual consumption should be weighted only to the extent of 30 percent. The net effect for New Jersey, then, is an increase of about 15.1 percent, or, in pounds of actual consumption, from 11.9 to 13.7 pounds.

An increase of 61.55 percent in fresh fish consumption for the United States as a whole is shown as a result of having the distance between producer and consumer bridged by air transport or its equivalent. This amounts to an increase in consumption of more than half a billion pounds—per capita absorption expectancy increasing from 6.89 to 11.12 pounds.

TABLE A
PERCENTAGES OF INDIVIDUALS BY INCOME GROUPS IN KANSAS CITY AND CHICAGO WHO WILL PAY MORE FOR AIRBORNE FISH OF ASSURED QUALITY

Income Groups	Pay 5c More	Pay 10c More	Pay 15c More	Pay 20c More
KANSAS CITY				
A	100	94	94	58
B	100	92	48	29
C	94	55	16	0
Average All Groups	98	80	53	29
CHICAGO				
A	66	36	21	15
B	51	21	14	14
C	29	9	5	5
Average All Groups	49	33	19	11

TABLE B
KANSAS CITY AND CHICAGO HOME CONSUMPTION AND POTENTIAL INCREASE FOR AIRBORNE FISH AND SHELLFISH OF ASSURED QUALITY

Income Groups	Present Consumption in Pounds	Percentage Estimated Increase	Number of Pounds Increased	Total Potential Consumption
KANSAS CITY				
A	5.97	68	4.05	10.02
B	7.47	62	4.63	12.10
C	4.05	62	2.51	6.56
Average All Groups	5.83	66	3.73	8.88
CHICAGO				
A	20.3	22	4.47	24.77
B	17.4	16	2.78	20.18
C	16.1	21	3.38	19.48
Average All Groups	17.9	19	3.54	21.47

State by state comparison shows that the increases range from the 15.1 percent indicated for New Jersey—a state already ideally located—to the 243.4 percent for North Dakota, a state which is far remote from commercial fish producing centers.

Increases in urban populations in cities of 10,000 or more may be expected to range from 15.9 percent in New Jersey and 22.9 percent in New York to 323.2 percent in Idaho, 295.3 in North Dakota and 222.4 percent in Nebraska. In terms of actual consumption of fresh fish, the increase is from 11.35 to 18.33 pounds per capita, or a total of 438 million pounds.

Similar data for the rural population show that the increase in average per capita consumption is from 2.82 to 4.57 pounds annually, or about 120 million pounds. The range indicated is from 9.9 percent in New Jersey to 201.9 for Idaho.

How best can this potential increase in fresh fish consumption be brought to fruition? The Wayne University study is committed to the proposition that one of the principal ways this can be achieved is by adequate refrigeration and speed in transportation coupled with thoroughly modernized methods of packaging and merchandising.

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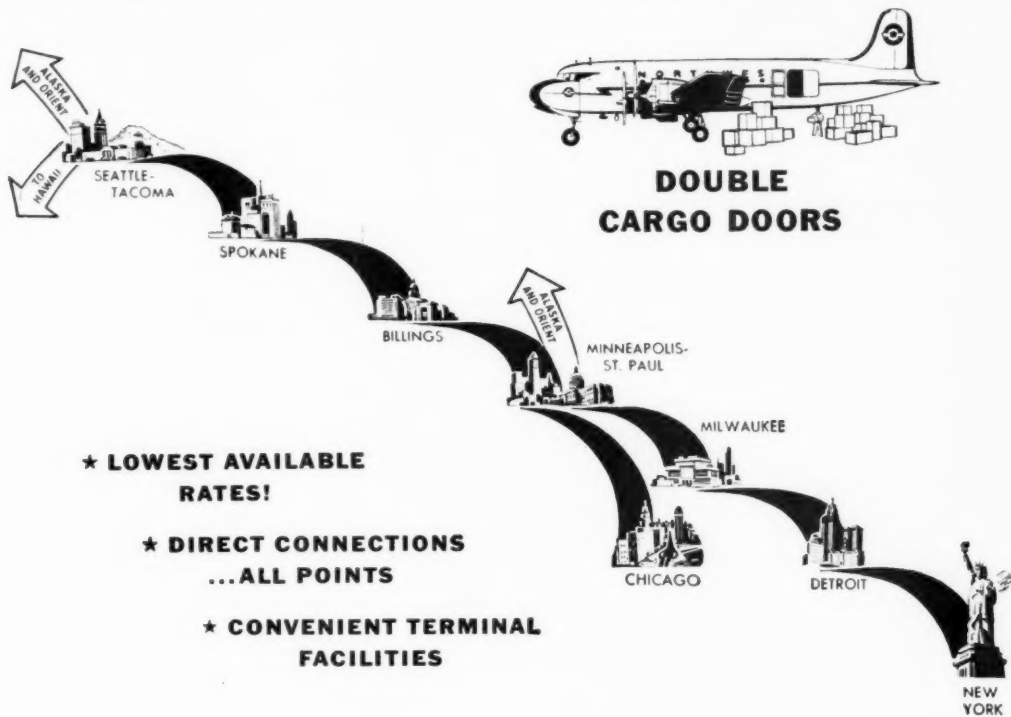
*Old records reveal that the directors of the Providence Washington voted to award \$300.00 (a princely sum in those days) to Mate Edward Dobson of the Brig Crawford for "the Saving of the Brig and Cargo from the late scenes of Piracy And murders Committed on board that Vessel".



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